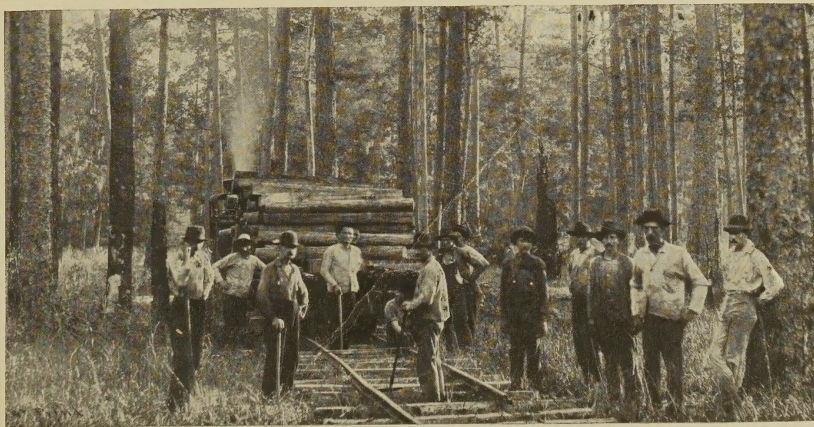




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AN AGRICULTURAL, HORTICULTURAL AND INDUSTRIAL MAGAZINE
DEVOTED TO THE DEVELOPMENT OF
MISSOURI, KANSAS, ARKANSAS, INDIAN TER.,
LOUISIANA AND TEXAS.



PUBLISHED QUARTERLY. PRICE 25 CENTS PER YEAR.
CURRENT EVENTS PUBLISHING CO., 1417 MAIN ST., KANSAS CITY, MO.

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IS A GOOD PLACE TO LIVE

BECAUSE IT IS NEITHER TOO HOT NOR TOO COLD, NO NEGREGOS,
NO MOSQUITOES, NO SALOONS, GOOD SCHOOLS, SIX CHURCHES



Siloam Springs, Ark.

is a good place to do business, because there is business here to be done. The banking facilities are the best. Its merchants are wide-awake and the people prosperous.

Siloam Springs, Ark.

is in the heart of the fruit belt. Apples, peaches, fruits and berries of all kinds can be most profitably grown; also wheat, corn and all farm products. The diversity of its crops makes it a desirable country for the farmer and fruit grower.



Siloam Springs, Ark.

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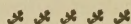
JANUARY, 1907

VOLUME SIX

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How Lead and Zinc are Mined in Joplin, Mo.

Now and then some deep shaft miner from Colorado or Arizona strays into the lead and zinc district of Joplin and, after looking round about for a few days, goes back to God's country, where the mines are deep and copper, silver, lead and occasionally gold are mined, to relate to his compadres how he wasted a solid week watching a lot of Missouri farmers gophering for cheap lead and zinc. A deep shaft miner from Colorado would no more concede that a lead and zinc miner, or a coal miner, belong to the mining fraternity than would a salt sea sailor admit that a lake sailor knew anything about navigation, or a regular army veteran would concede that a militia man is a soldier. A Missouri miner is commonly designated as a "lead and zinc gopher" in the western mining districts, and that is about as much recognition as they consider him entitled to.

Now, a mining district which can turn out annually lead and zinc ore to the value of over \$15,000,000, and the men who get the stuff out of the earth, are entitled to some consideration. That a good many hundred thousand tons of ore lie close to the surface and are easily mined is not the fault of the miner, but is due to the geological structure of the country. As a rule, in the Joplin District, the ore is found in large and small deposits, or pockets, and extends from the grass roots down, no one knows how deep. Sometimes the deposits are more or less connected but they do not occur in regular fissure veins as in other mining regions. By means of core drill borings from one hundred to two hundred feet deep the presence or absence of a deposit is determined, and then it is only a question of going after it. Once a mine is in operation drifts cut at various angles frequently bring to light large bodies of ore, the existence of which at the outset was not suspected. There is, of course, the usual element of chance and sometimes a lot of work is done on

barren ground, while at other times an unusually good discovery is made.

Southwest Missouri, being an old settled country, has no lands that could be prospected and claimed under the general mining laws. The mineral lands are in private hands, and those engaged in mining, if they do not own the lands, lease the mining rights from the owner, paying a royalty on the output for the lease. As the depth of these mines rarely exceeds 150 feet and most of them are nearer the surface than this, comparatively little working capital is needed to open a mine and work it. Elaborate and expensive machinery, such as is used in the deep mines in the West, is not needed in the majority of mines. The work is carried on by hundreds of lessees, who work in the mines themselves and hire such help as is needed. Much of the work is hand work, the old fashioned drill, sledge hammer, shovel and pick still being in evidence. In the last ten years much improved machinery, such as electric drills, air drills, steam drills and modern hoisting apparatus, has been introduced, and these are quite numerous in the older and more developed workings.

The work of the individual miner has been lightened to some extent by the use of improved methods and improved machinery, but lead and zinc mining is still hard work and the wages drawn are earned to the last cent. A strong frame, tough sinews and a sound chest are necessary to work successfully at mining. A few men not blessed in this way may be found about the mines, but these are usually in charge of the machinery, where hard physical exertion is not required. Machines of all characters and high grade explosives are much in use to decrease the actual manual labor required, but the hand drill, pick and spade are still the essential tools.

In the average lead and zinc mine in the Joplin District operations begin at about 7:30 o'clock in the morning. The

mine workers are lowered slowly down the shafts, varying in depth from 30 to 150 feet. Very few of the mines, if any, have cages, and in most of them two men stand on the edge of a mine bucket and hold on to the rope until they reach the bottom. The regular work day, as established by law, covers eight hours of active labor. Where the mine is a large one, the men on arrival at the bottom scatter to all parts of the under ground workings, each to his separate place of work. The ore bodies are irregular in dimensions and position and altogether unlike the true fissure vein mining propositions and no well defined mining rules will apply. In some of the mines there are numerous drifts or tunnels connecting the different bodies of ore, but the number and dimensions of these depend upon the size of the ore body and the material in which it is found. Where it is firm and hard great caverns have been excavated and there are many such in the district. In the majority of mines a large number of drifts are worked, these branching off and following ore bodies which diverge from the principal deposit. There is no uniformity about the width or height of these drifts, as there is no uniformity in the ore masses. Where the country rock is hard and firm, there is little danger in working these mines. In the soft material where ore is also found the principal danger encountered is from boulders and slabs of dirt hanging in the roof of the drifts, which sometimes become detached and fall. They are usually found near the face of the drift, where the men are working, and when they separate from the roof they generally drop without a sound of warning for the men beneath.

For the safety of the mine workers timbering is largely resorted to. To support the roof and the sides of these drifts and to prevent them from caving in, huge timbers ranging in thickness from eight to sixteen inches are used. The length of the timbers and the number used depend upon the local conditions. Usually they are set in groups of three when used as props, a cap resting on top of these. In soft ground the sets of timber are set a very short distance apart, but in harder

ground they may be several feet apart. Across the tops of these heavy cap timbers are laid to support the roof. In many instances the material in which the ore is found is so soft that the timbering precedes the actual mining of the ore.

The face or breast or head of a drift is the surface of the ore body exposed at the end of a drift or tunnel. This may vary in height and width in accordance with dimensions, shape and position of the ore deposit, but at this place the active work of the mine is done. In the small, narrow drifts and where hard country rock is encountered, blasting holes are made with the hand drill and sledge, but where there is room to apply electric, air or steam drills, the "machine man" and his "helper" get busy. Numerous holes are drilled in the face of the drifts and when the requisite number has been drilled, the "powder monkey," the man in charge of the explosives, loads the holes that have been drilled. When the finished holes are filled with powder, connected with an electric battery and supplied with fulminate caps, they are ready to be exploded. They are usually exploded at noon and in the evening, so that time might be allowed for the escape of the powder fumes before the miners again return to work. In some mines soft earth material envelops the ore and very little, if any, explosives are used. The extraction of the ore in such cases is done almost entirely with the pick and shovel.

The ore loosened with either the pick or the use of explosives is loaded into large steel tubs or buckets, about two-thirds of the size of a common barrel and commonly called "cans" by the mine workers. The man who fills them is a "spade hand" and commonly uses a No. 2 scoop shovel for this purpose. The tubs usually stand on small cars on which they are hauled to the mouth of the shaft and then hoisted to the top. An empty tub is placed on the car, which returns to the face of the drift to be refilled. A large number of men are employed in this class of work. The concentrating mills near the mouth of the shaft separate the ore from the dirt and the product is then ready for the market.

In descending into the shaft, and in ascending after the close of the day's work, the Joplin miner rides on top of the tub in which the dirt is hoisted to the surface. Two miners ride the tub at the same time usually, as it is much easier to maintain the balance than if only one man rode at a time. This "riding" on the tub in traveling up and down the shaft is peculiar to the Joplin District and is used in but few other mines in the world.

Particularly noticeable in the history of the Joplin mines is the character of the wage the miner has always received, except on rare occasions. At the present time the workman receives from \$2.50 to \$7.50 per shift of eight hours, according to the character of the labor which he performs. No unions have ever flourished among the men. It has been the general rule that the wages of the men have varied with the price of ore. The rule is that when ore is down wages are down and vice versa. Many of the shovelers in the larger mines prefer to work eight hours a day and receive four cents for each tub of dirt which they "shoot to the top," as is the expression of the miners for hoisting a tub of dirt. By

receiving their pay in this way they are often able to make more money than is the regular scale in the mine in which they are employed.

In comparison with the mining operations in the Western States the work at Joplin appears crude and primitive. The district workings to a Western miner appear like a huge rabbit warren or a gigantic prairie dog town, in which thousands of earnest men are burrowing a few feet below the surface and are bringing to light ores running into many millions of dollars in values, and of the cheapest mine stuff at that.

They know that from \$10,000,000 to \$15,000,000 per annum have been taken from the district for a quarter of a century and admit that the proposition is beyond their experience. The output for 1906 exceeds in value \$15,000,000. What the yield will be when the deep-lying ore bodies are reached and operations are carried on in true mine fashion, as ultimately they will have to be, is at present beyond conjecture, but it is not improbable that the greater ore bodies will be found at the greater depth.

The Jamestown Exposition.

Eight miles from the city of Norfolk, Virginia, on the historic shores of Hampton Roads, near the site of the first English speaking colony on the American Continent, a beautiful exposition city is now nearing completion. Great roomy exposition palaces, State and Government buildings, now in course of erection will soon receive their finishing touches and the landscape embellishments when completed in the surrounding park will make it a fairy land.

On April 26, 1907, the Jamestown Ter-Centennial Exposition will be officially opened to the people and the celebration in commemoration of the settlement of the first English colony on American soil on the 13th day of May, 1607, will begin with the proper

ceremonies. The celebration will embody, not only an industrial, commercial and educational display, but will embrace an elaborate historical review of the growth and progress of the entire country during the three hundred years of its existence.

The greatest happening in the history of the world took place when John Smith and his party of settlers landed on an island thirty miles from the mouth of James River. It was not given to them to see into the future, but the handful of English speaking colonists at Jamestown, Virginia, constituted the beginning of the greatest republic of the globe, the first struggling village, from which has grown a mighty nation of eighty million people.

The exposition grounds are in a beautiful location, surrounded on all sides by places of historical interest.

Owing to the fact that it is situated on deep water, the United States Government has come forward and invited the nations of the world to participate in the grand naval display to be held in Hampton Roads during the period of the exposition. Every type of fighting craft, from the smallest and most obsolete gunboat to the largest and most formidable man of war, will be anchored off the shores of the exposition, giving a splendid idea of the growth and expansion of naval con-

tries of the country without having to inspect an endless repetition of similar exhibits.

The architecture of the exposition will be largely colonial in style and grouped along the water front. The landscape design is of the highest artistic order and more beautiful and well arranged exposition grounds cannot be found anywhere. The location of the exposition is naturally beautiful and adapted to the improvements designed by the landscape engineers. With a mile or more of sandy beach and fronting upon the historic waters of Hampton Roads, in close proximity



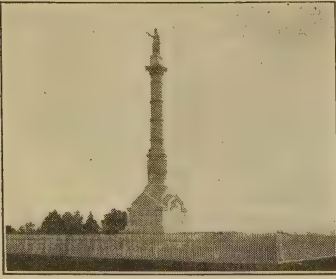
THE JAMESTOWN EXPOSITION GROUNDS, NEAR NORFOLK, VIRGINIA.

struction from its earliest stages. The naval pageantry afloat, coupled with the military display ashore, promises to be the largest and most spectacular feature of its kind the world has ever seen.

The industrial display, while it will compare favorably with those of any of the earlier expositions, will be selective rather than general, including every branch of industry of which the country can boast, but selecting a typical exhibit of each. In this manner visitors to the Ter-Centennial Exposition will have the pleasure of viewing a comprehensive display of the indus-

try to the scene of the great conflict in 1862, between the Monitor and the Merrimac, and in full view of the famous Fortress Monroe, Old Point Comfort and Newport News, with a harbor in front where the great war fleets will gather during the exposition, the grounds form a beautiful location for the magnificent buildings which will grace this great World's Fair.

Grand piers, which represent an expenditure of half a million dollars, extend a third of a mile out into the waters of Hampton Roads and at the outer extremities are united by a cross



JAMESTOWN MONUMENT
ON SITE OF ORIGINAL JAMESTOWN SETTLEMENT.

pier, all enclosing an immense body of water, to be used for swimming events and other aquatic sports. The piers will be surmounted with columns and arches and will be illuminated with a million electric lights. From this great double pier magnificent views of the exposition and of the vessels in the naval display may be obtained.

The area of the exposition grounds is four hundred acres and a forty acre water space between the piers. The distances from the exposition grounds are: Norfolk city limits, five miles; Fortress Monroe, four miles; Old Point Comfort, three miles; Newport News, five miles; Portsmouth, eight miles; Ocean View, three miles. The exposition grounds are reached by electric railway, steam railway and steamship. The water frontage of the exposition is two and one half miles on Hampton Roads and half a mile on Boush Creek, two side of the grounds being enclosed by a high wire fence covered with honeysuckle, crimson rambler roses and trumpet creeper vines.

Among the many attractions is the military drill ground of thirty acres, a canoe trail two miles long, a romantic winding trail, called Flirtation walk, a fine beach more than a mile in extent. There will be seen at the exposition unique and gorgeous nightly harbor illuminations; the greatest gathering of warships in the world. International yacht races in which the countries of the world will participate; prize drills by soldiers of all nations and by picked regiments of United States and State troops, races of airships; an exact re-

production of the old town of Jamestown as it was three hundred years ago; industrial exhibits showing the progress of the world during three centuries; wonderful technical exhibit; an immense forestry exhibit; a magnificent tobacco palace; King Cotton in all stages, from the growing plant to the finished fabric; a beautiful palace built of coal; a complete Japanese village; the United States Life Saving Corps; International submarine war ship races; pyrotechnic reproductions of war scenes; reproduction of the battle between the Monitor and Merrimac at the place where the battle was fought; a great museum of war relics from all nations and all ages; Indian relics of three centuries; the largest motor boat regatta ever held in the world and Porto Rican, Hawaiian and Philippine industrial and ethnological exhibits.

The buildings, all highly attractive in design and located with a view to harmonize with their surroundings, about twenty-five in number, comprise an Auditorium and Convention Hall, buildings for the Manufacturers and Liberal Arts, Machinery and Transportation, Mining and Metallurgy, a Smelter, States Exhibit Palace, Food Products Building, Hygiene and Medical Building, History and Historic Art Palace, Education Building, Pocahontas Hospital, Mothers' and Children's Building, Children's Model Play Ground, Model School Life Saving Building, Copper, Silver and Woodworking Shops, Pottery Building, Textile Product Building, Two Bazaar Buildings, Agricultural Implement Building and a great Reviewing Stand large enough to accommodate 2,000 people.

The states of Virginia, New York, Pennsylvania, New Jersey, Ohio, Maryland, Massachusetts, North Carolina, Connecticut, Illinois, South Carolina, Rhode Island, Missouri, Michigan, Wisconsin, Georgia, Florida and Maine have made appropriations and will be represented at the exposition.

Of the foreign nations there will be represented with troops, ships and civil delegations, Great Britain, Germany, Russia, France, Japan, Switzerland, Italy, Denmark, Venezuela, Ar-

gentine Republic, Cuba, Mexico, Costa Rica, Haiti, Belgium, Guatemala and the Dominican Republic. The United States Government appropriation provides for the construction of the Alaskan, Hawaiian, Porto Rican, Philippine Buildings, the Life Savings Service Building, accommodations for American and foreign officers, soldiers and sailors, a landing pier at Jamestown Island, a Negro Building and Exhibit, and a monument on the spot where the first permanent English settlement in America was made and for other purposes.

The Patriot Associations of the country have taken the deepest interest in the Ter-Centennial Exposition and its Hall of History will be a post graduate institution for the students of America. The exhibits in this department, pictorial, documentary and

through their varied conditions, will bring clearly to the mind of every observer the salient features of our Nation's story, the pivotal events of the several periods of time, which, germinating from the seed of Jamestown, developed a forest of mighty commonwealths.

The founding of Jamestown, a small commencement in itself, became the most portentous event in all history, for, had the Jamestown settlement failed in its incipency, it is doubtful that the Pilgrim Fathers would have landed at Plymouth Rock or the Dutch had settled on the Hudson. Nothing now remains of the ancient village of Jamestown, except the ivy-covered tower of the old church and a few resurrected ruins, yet, these and the ground upon which they stand will be hallowed through the coming centuries.

Catching the Tarpon.

A Battle Royal Between the Angler and the Monster Fish.

The tarpon is a "top feeder"—that is, he seeks his food near the surface. Those who know him best fish for him with a live mullet, which is not allowed to sink more than two feet below the waves, being sustained by a large "float" or cork. The inner portion of his mouth is bone, and no hook will take secure hold upon it. This being so, it is necessary to allow him partially to swallow the bait, which he will do by the time that he has carried the float whirling along the water for a space of thirty feet. Afterward is the time to swear and pray. The tarpon reel holds 600 feet of line. Not infrequently when he feels the hook the fish will strike the trail for blue water with a seemingly irresistible rush and keep going. What happens when his 150 pounds of express speed are pitted against the strength of a line that is run out needs not to be told. He simply sails on out to sea, whipping behind him 200 yards of silk, and whether he lives or whether he

dies its former owner knows not. He can only go back to port and tell vain tales of the size of the wonder that got away.

But if that splendid rush is deflected, if the fish dives, if the thumb of an old hand be upon the reel, if the man to whom the hand is attached is cool of head and knows enough to give his adversary the butt, a battle royal is on, for verily the combat between a 150 pound man, sound of wind and science, and a 150 pound tarpon, possessed of temper, is a grapple of the gods. The crazed fish time and again leaps three, four, five feet from the water and shakes his head like a dog in his effort to dislodge the hook. A momentary slack of the line is fatal, as with the rapidity of lightning the sharp teeth close upon the strands above the snell and they are severed as if with a knife.

But when the terrific struggles have grown fainter, when the steady, deadly strain of the springing rod has sapped

the strength of the gallant foe, when his lithe, powerful body is brought near to the boat's edge, when the cruel gaff has smitten the life from it and its beautiful length lies along the deck, the conqueror feels half jubilant, half remorseful, wholly respectful of the giant whom his prowess has laid low and confoundingly weary and dry. He looks at the sun, which seems surprisingly low in the heavens. He looks at his watch and refuses to believe that two hours have passed in that desperate wrestle. But unless he be in thorough training and past master of his art a swollen, aching wrist will

tell him for days afterward that in the silver king of the southern seas he was near to meeting his match.—Exchange.

During the colder winter months, the tarpon abides in the warmer waters of the Gulf of Mexico, but from May to November he can be found close inshore and in Lake Sabine and in the various salt water lakes, and inlets, along the Louisiana and Texas Coast. There is hardly a fisherman anywhere between the Rio Grande and the Mississippi who has not, at one time or another had a tarpon on his line and had a struggle long to be remembered.

Max and His School Days.

(FROM THE GERMAN.)

The mail had reached us in camp, as it did about once every ten days. Max, our flagman, had received one also, and after supper, remarked to the others: "My boy is doing very well at school and he is at the head of his class. Next time I go in I will bring him out with me. He is a thin, puny little fellow, works too hard and knows much more than I did when I was five years older than he is. His examination papers and reports are always good and mine rarely were. This reminds me of one report my good father never got to see. He asked me for it several times and then promised me a fine lambasting if I did not produce it the following morning.

"Now, son, let's have that report, hurry up!"

"What report? I don't know anything about any report."

About this time the old gentleman reached for a switch, an action which greatly disturbed my equanimity.

"Himmel-Donnerwetter! The school report; hand it here, quick!"

"I—I haven't got it, and I can't find it, and I—I don't know where it is," and at about this point of the interview the tears began to flow copiously.

"Son, I want that report, and you had better find it quickly," and during

the talk he was flicking the dust from his trousers with the switch.

"I—I—c-a-n't find it. It's lost, and I hunted for it a long time. I don't know where it is." I now needed another handkerchief, but exit from the room was impracticable.

"See here, son, where is that report? Where did you lose it? What did you do with it? I want to know all about it, so out with it or—" the switch cut a circle through the air.

"I—I—m-a-d-e a kite last month and I—I didn't have any paper, and so I—I stitched on the report, a-n-d the string broke and I—I couldn't find it again."

"Yes, now I know why you cut the string on the kite, while I was holding it, and wasted a whole spool of Mama's thread," my little sister chipped in.

The old gentleman looked at me for a moment, then got red in the face and turned around. His shoulders were humping up and down and I couldn't see whether he was laughing or crying. He left the room and came back in a few minutes. "Son, you will work every day during vacation and catch up with your lessons." And I did.

The next year I was sent to a big boarding school in another town. It was a large three-story building, with

the class rooms on the ground floor. On the second floor was the dining room, kitchen and dormitories of the teachers. The third floor contained the dormitories of the boys. In the extreme back corner was the carcer or jug, as the boys called it. It was a scantily furnished room, with barred windows and a secure lock on the outside door. Two or three days on bread and water in the room generally take the kinks out of the laziest and most ill-behaved youngster.

The principal was a very learned old gentleman, whose voice was nasal and who lectured early and often in a strong and Bavarian dialect. He was very droll without knowing it, but made us get our lessons nevertheless.

Mimicking in voice and gesture was one of my best accomplishments, and it was not long after my arrival there before I had the good old professor down fine. During one of the lectures on natural history, the professor laid his spectacles on the desk and stepped out to answer the doorbell.

Half a minute thereafter your humble servant stepped behind the professor's desk, put on his spectacles and his little skull cap, took a pinch from his brown old snuff box, sneezed three times and wiped his nose on the professor's bandana—

"Ahem! What was the particular family of quadrupeds we were discussing? Ah! Yes! The pachyderms, to which very properly belong the elephant, who needs no express wagon to carry his trunk and does not get it checked when he travels, the intellectual and agile rhinoceros, the dainty be-hemoth and several swine we know personally"—and so on to the great entertainment of the boys, who enjoyed it immensely. In speech and gesture the professor was thoroughly mimicked. My lecture could not be a long one, for every moment I expected to hear the professor's footsteps at the further end of the hall, but as long as I heard none, I continued. After a minute or two I noticed that the boys were very quiet and industriously reading their lessons. This being unusual, I turned my head toward the door, and there stood the professor with the door knob in his hand!

The spectacles and the skull cap were quickly put in their proper places and I resigned my professorship.

"Max, you will come upstairs with me and we will discuss this matter."

So we climbed up the two flights of stairs, and finally landed at the jug, in which recalcitrant youngsters were locked up until they cooled off. The professor unlocked the door and opened it wide. He sat down on the edge of the bed and:

"Now, my son, I am going to lock you in here, and feed you on bread and water, until I can hear from your father and then I shall send you home. You are lazy and eternally in mischief and I won't stand it any longer. The school is being demoralized. Just imagine yourself in my place—"

"Indeed, I will, professor," and with that I darted out of the door, closed and locked it. I had done some quick thinking. If I was to be sent home I would go in a halo of glory; the lambasting I'd get would be the same.

"Here, you little red-headed rascal! Let me out at once and I will give you a good thrashing."

"No, you won't get out on those terms."

The professor was vigorously pulling at the bell-wire, which communicated with the janitor's house in the school-yard and I soon heard that worthy climbing the stairs. In a moment I had slipped into one of the dormitories.

"Well, what is it."

"Mayer, let me out immediately."

"Oh, no, Maxie, if the professor put you in there, you'll stay there until he lets you out, and besides if you don't quit mimicking him, I will report you to him. You have been doing it for the past two weeks and its high time you were made to quit."

"You blockhead, let me out at once. I am Peters—. What! you don't believe it? Let me out instantly or I'll discharge you. You are forty kinds of a fool. Look through the keyhole."

"Oh, no! I have been there before, Maxie. You don't blow any ashes into my eyes through a paper funnel. Just cool your heels and take a drink of water. I'll bring you some bread at supper time," and Mayer walked down-

stairs. The professor stormed a little while and then subsided.

Matters were looking serious. Having found a fish-hook, I concluded I would fish a little while in the brook that ran through the back yard and think the situation over. Tiptoeing downstairs and dodging the corners, I passed the janitor's lodge. Mayer was on the top of a ladder, hanging wall paper, with his back to the door.

"Mayer, Max is temporarily locked up; if he rings, pay no attention to him."

"I won't, professor, but he made a terrific racket a little while ago."

The fish wouldn't bite, and ten minutes later I was again at the door, at which I gently knocked.

"Professor—"

"You little wretch, let me out at once and you will get the finest thrashing you ever had in your life. Open the door, instantly."

"Professor, if you won't thrash me and won't write to my father and won't send me home, I'll be very glad to let you out. If you are going to thrash me and send me home, I will go down and tell the boys all about it and show them the key."

"Wha-at! Max, if you will promise to behave yourself, get your lessons promptly, give me no more trouble, and will promise never to mention this to anyone, I will forgive you this mischief."

A few minutes later we were again in the class room, and the good professor stated that for good and sufficient reasons, and because I had shown proper contrition and had promised better behavior hereafter, he had forgiven me the mischief of half hour ago.

"Ahem! What was that particular family of quadrupeds we were discussing?"

City of Sallisaw, Indian Territory.



SALLISAW, I. T., BRINGING IN COTTON FOR BALING AND SHIPPING.

Sallisaw is one of the thrifty wide-awake little cities of the Cherokee Nation in the Indian Territory. In another month or two its postoffice address will be Sallisaw, Sequoyah County, State of Oklahoma. Being situated near the eastern border of the territory, it did not succeed in capturing the capital of

the new state, but had to content itself with the county seat of Sequoyah County, which is doing pretty well, thank you, considering that half a dozen other places also thought that they needed the county seat.

The population of Sallisaw is composed in the main, of Cherokee citizens, and



A STREET SCENE IN SALLISAW, IND. TER.

Americans, who, co-operating with each other actively, have built up a prosperous business community and a growing city. Owing to the numerous restrictions placed on the sale of Indian lands, and the uncertainty pertaining to land titles and title to city property, the growth of the place was seriously handicapped, but it is just as difficult to restrain a wide-awake progressive citizenship as it is to restrain a restive horse, and good progress was made from year to year, notwithstanding the difficulties to be overcome.

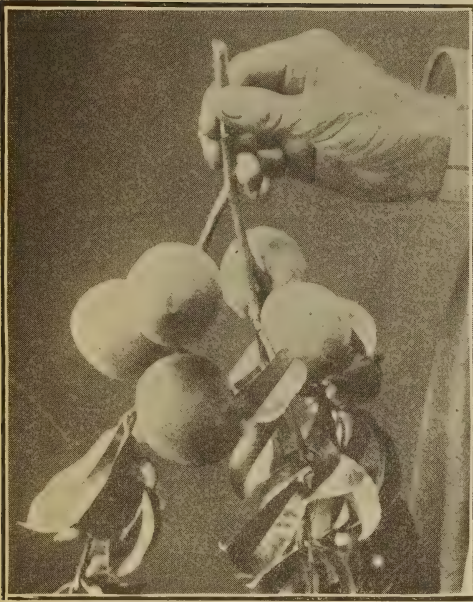
Sallisaw is located at the crossing of the Kansas City Southern Railway and the Iron Mountain branch of the Missouri Pacific Railway. Its altitude is

800 feet above sea level, and it is near to the Big Sallisaw river; twenty-eight miles from Fort Smith, and thirty-three miles from Stilwell. Its trading scope covers a very large area of fertile ground, with an abundance of coal and merchantable timber. Since the advent of the Kansas City Southern Railway, in 1896, the city has made a vigorous growth.

The annual increase has been from 200 to 400 people in the city and a similar increase on the adjacent farm lands. The population in 1905 was 2,000, and in 1906 three hundred more settled in town, making the present population of 2,300. One hundred and seventy people settled on the lands near Sallisaw, opened



COTTON READY FOR SHIPMENT DURING WINTER MONTHS.



PEACHES—A SOURCE OF REVENUE.

twenty new farms, comprising 4,500 acres, and expended \$35,000 in improving their farms. During the year, there were planted in orchard on old and new farms, 1,500 acres, worth approximately, at \$30 per acre, \$45,000. Only twenty-five per cent of the tillable land at Sallisaw is in cultivation, yet the little city ships annually from 10,000 to 16,000 bales of cotton; 300 to 500 car loads of cotton seed and cotton seed products; 150 to 250 car loads of Irish potatoes; 50 to 60 car loads of strawberries, and an equal number of car loads of peaches, cantaloupes, melons, poultry, commercial truck and eggs.

Nearly the entire business part of Sallisaw is substantially built of brick, and in the residence portion are many attractive frame cottages, surrounded by flower gardens and shrubbery. Among the local institutions are five large cotton gins, having a capacity of 200 bales per day; an extensive cotton seed oil mill, erected at a cost of \$80,000; two National banks, each with a capital of \$50,000; two railway lines, the Kansas City Southern and the Missouri Pacific; an opera house; one three-story hotel and three two-story hotels;

the Sallisaw Wagon Company, which turns out 350 wagons per year and employs twenty-five men; bottling works, sawmill; three newspapers; an excellent free school system and a public library. The different religious denominations, the Methodists, Baptists, Presbyterians, Catholics and Cumberland Presbyterians, have comfortable places of worship. The school population numbers about 500. The volume of the railway business of the two railroads is about \$15,000 per month. The Sallisaw Commercial Club sees to it that the light of the city is not hidden under a bushel, and has done much, financially and otherwise, in bringing about the improvements of the county roads, with the result that the farmers will haul their cotton from 25 to 30 miles to market it in Sallisaw. About thirty or forty firms are engaged in mercantile lines and handle in the way of supplies an annual business of \$150,000 to \$200,000, to which should be added the business transacted in handling the cotton, \$400,000 to \$800,000 per annum; and the returns from the shipments of fruits, berries, poultry and commercial truck, potatoes, etc., handled by the growers themselves.

During the year 1906 thirty-five new dwellings, costing \$21,000 and nine mercantile buildings, costing \$27,000, were erected. In addition to these, there were built a hotel costing \$10,000; the Planters' Cotton Gin, costing \$18,000; a cement block factory; telephone service improvement, costing \$3,000, and about \$1,000 were expended for street improvements. A new coal mine was opened up a short distance from town. Among the new mercantile ventures are the Mayo Mercantile Co., capital \$9,000, and the Hamm-Hannah Hardware, Co., capital \$13,000. The Sallisaw Gas, Oil and Development Co., capital \$50,000, will thoroughly test the resources of the vicinity for oil, gas, coal, artesian water or what else may be found by the use of the drill. Coal is known to be abundant in the vicinity and three miles from town two shafts, forty feet deep are working in a 34-inch vein. The newest commercial venture is the Sallisaw Farmers' Union Warehouse Company, incorporated for \$62,500, and organized for the purpose of building elevators and cotton gins and commercially handling



FIFTY CARS WORTH \$1,200 PER CAR PER ANNUM.

grain, cotton and other farm products. Among the needs of Saltsaw are a good public water supply system. Good water is abundant, but, owing to the absence of suitable land laws, it was impracticable to secure public works of any kind. These things can now be done as the laws now provide for such conditions. A steam laundry, an ice plant, two or three portable saw mills, a cold storage plant, a fruit cannery, a furni-

ture factory, a fruit box factory, a cooperage plant and a roller mill are needed and would find good openings for business. There is an abundance of red oak, post oak, hickory, ash, gum, pecan, water birch and cotton wood in this region and a handle factory or any other wood-working establishment could find available all the timber it could possibly use.

The possibilities for the growth of



TO BE SEEN IN JULY AND AUGUST ON MANY FARMS.

Sallisaw are unusually favorable. Only twenty-five per cent of the available land is under tillage. Land titles have been perfected and new settlers can now purchase lands and town property and secure a perfect title to the same. The agricultural and horticultural resources of the vicinity of Sallisaw are great in every way. Three-fourths of the available acreage is yet to be brought in cultivation, and the cotton production can be made four times as great as it now is. The soils, while variable in kind and quality, respond wonderfully to conscientious cultivation and produce magnificent crops of corn, wheat, oats, potatoes, forage, cotton, fruits and commercial truck—in short, crops of every kind yield abundantly and are produced under less strain and hardship than in the more northerly states.

The country surrounding Sallisaw is admirably adapted to the profitable cul-

tivation of fine fruits, which mature from two to four weeks earlier than those of Missouri and Illinois, and reach the market at a time when there is a good demand. The orchards of Sallisaw are already yielding a large revenue, and the potato crop, which is produced twice in the year, is famous in the northern markets.

The climatic conditions are all that can be desired. The atmosphere is pure and bracing, and with a sufficiency of rain fall there is an abundance of sunshine. Spring opens in February and runs into May, when summer begins. The winters are short and mild. The real cold weather being confined to the month of January. The prospective settlers in this region need have no misgivings as to health. There are no local causes for disease and public health in this region is unusually good.



VIEW OF BIG SALLISAW RIVER.

The Language of Our Fathers.

By F. E. ROESLER.

The history of a language is the history of the people that speak it. The language of the English people is today spoken by one hundred to one hundred and fifty million people, and every country of the globe has contributed some of its vernacular at different times, and today we have a language, containing in varying quantity, terms derived from the Latin, Greek, Hebrew, Celtic, Norse, Danish, Saxon, French, Spanish, Italian, German, Hindostani, Malay, Chinese, Arabic, Oriental, African, aboriginal American, all of them mutilated, misspelled, mispronounced and corrupted. With the adoption of this language by peoples to whom it is now an unfamiliar channel of communication, will come further corruption and what the English language will be like a hundred years from now is beyond human ken.

What changes it has undergone to reach its present state of perfection or imperfection, can in a manner be traced. As at present constituted and shown in a modern dictionary, carrying the obsolete lingual junk, as well as the words and terms in practical use, it appears that the Latin, Greek and Norman-French terms, preponderate over the Saxon or Germanic terms. Of the latter there appear to be about 13,000 terms and of the former about 30,000, which can immediately or remotely be traced to a Latin source. The actual count of words would place the language among the Romance or Latin tongues, but its grammatical construction places it beyond dispute as a Germanic tongue.

Going back to the days of the childhood of the race, say five thousand years or longer, we find all Europe, and England included, occupied by Mongolian races, mixed more or less with Pelasgians, Phoenicians, Iberians and Basques. Of Aryan blood there seems to be hardly a trace, if any. In Central Asia, the Aryan race was rapidly de-

veloping and pushing its branches into India, Persia, Asia Minor, Ancient Greece and Italy. It was a conquering race, tall in stature, fair skinned, blue eyed and yellow or red haired. Wherever it went, either in migration or as a plundering war party, it overcame the native Mongolian, exterminated or enslaved the men and inter-married, creating new war-like races, which held their own as long as there was in them a preponderance of Aryan blood. The language of the conquering Aryans was grafted on the native Mongolian tongues, and its proportion of Aryan words depended upon the numerical strength of the invaders as compared with the bulk of the population. The Aryans pushed westward as well as southward and in time reached the Atlantic coast and the English channel, either exterminating or inter-marrying with the native stocks. These mixed races and pure Aryan stocks in turn were probably crowded into England or inter-married with new hordes of invaders who came from the East. The resulting races on the British Islands were probably the Celts, Welsh, Picts, Scots, Iberians and Britons, whose dialects were probably akin to the still surviving forms of speech in Ireland, Scotland and Wales.

In the year 54 B. C., Great Britain was conquered by the Romans and held by them until about the fifth century. There is good reason to believe that the ancient Romans were a race, composed of Aryan and European Mongol stock, or who may have branched off from an earlier mixed race farther East. The influence of the Roman occupation on the language of England was well defined, and, though greatly reduced by subsequent conquests, was never entirely obliterated. Through the Romance tongues were introduced many of the Greek words and terms still in common use.

In the fifth and sixth centuries, the

level country in England was overrun by Germanic tribes, such as the Jutes, Friesians, Flemings, Angles, and Saxons, first as straggling war and raiding parties bent on plunder and later as conquerors and permanent settlers, drifting from England into Ireland, Scotland and Wales. Norse and Danish pirates likewise settled where they could obtain a foothold. The native Britons, Picts, Scots, Welsh and Irish who came in contact with the invaders were exterminated in places and enslaved in others. After a time, a mixed race was developed, strongly Germanic in its speech and characteristics. The several Germanic tribes holding possession of England were so closely akin that all were named after the predominant tribes, the Angles and the Saxons, though numerous Aryan or mixed Aryan stocks were represented. What little Aryan blood had been infused into the native Briton or Celtic stock, through the Roman conquest and earlier incursions of the Norse, Danish or Germanic raiders and settlers, had been lost in the mass of the population. Following the conquest of England by the Saxons and kindred tribes, came the incursions of the Danes, Norse and other Scandinavians, also Germanic Aryans, and increasing in such numbers as to finally overrun the country. For a century or two there was a continuous struggle for the mastery, sometimes the Scandinavians, sometimes the Saxons, having the upper hand. In all these struggles the native Briton was the grist between the upper and the nether millstone. The names of some of the English counties still indicate the place of settlement of the different Germanic migrations, as Essex (East Saxon), Sussex (South Saxon), Wessex (West Saxon), Norfolk (Norsemen), etc., etc.

About the tenth century, the language of England was essentially Saxon, spoken in two or more dialects and mixed to some extent with the aboriginal Celtic tongues and what little Latin there remained from the Roman conquest. The latter element in the language was strongly reinforced by the introduction of Christianity, and for a time it became the court language. For a century or two all official

dealings were conducted in the Latin language, and the legal jargon in use at the present time may be said to date from that period. Preceding the Norman conquest, the Celtic, Latin and Saxon were the prevailing tongues and Saxon had become the court language.

While England was engaged in its struggles with Norse and Danish pirates, hordes of the same people had overrun France, and finally settled near the coast in what is now known as Normandy. Not being tribes in migration, but rather robber bands on a raid, they inter-married with the natives and became Frenchmen themselves. The tribal relationship between the invaders of France and those of England was the same. They were kindred to the tribes that had preceded them in the conquest of England, but their intermixture with the native French population made them better fighters, enabled them to maintain a better military organization and to conduct a campaign more intelligently than could their kinsfolk on the other side of the channel. The Angles, Saxons, Jutes, Flemings, Danes, Norse and kindred tribes in England had permanently impressed their language on the country. The Normans who settled in France lost their language, which became essentially French. Their conquest of England in the tenth century brought in another infusion of Latin and Greek, and what there is of them in the language of today comes largely from this source. The Norman-French became the language of the court for over two centuries, while the common herd, the conquered Saxons, grimly held on to the mother tongue. In 1362 Norman-French as the official language was abolished by royal edict. The Norman conquerors had become part of the English people and the language again became essentially Saxon, as it is today.

The English language of today may therefore be safely said to be a combination of two distinct languages, the Germanic and Latin, with a sprinkling of words from nearly every known language of the world, the aboriginal language of the Britons, Celts, Picts, Scots and Welsh having a very small

representation. It is possible, in non-technical matters, to maintain a conversation fully in either Saxon-English or Latin-English, and as a matter of fact the ordinary every-day conversation of the mass of the people is carried on in Saxon-English.

The grammatical form of speech in common use in England is the Old Saxon, and is still spoken in Holland, North Germany and the Skandinavian countries. The modern literary German is practically an artificial tongue. It is the old Saxon language crammed into a Latin straight jacket, making it necessary to mutilate many Germanic words and to add an almost unlimited number of affixes and prefixes and forming an entirely new and unnatural construction of sentences. This forcing of the ancient simple forms of Germanic speech into Latin forms of grammar to which they were utterly foreign was the result of the contact of the rude Germanic peoples with the more civilized Latins. The demoralization of the German language may be said to date from the introduction of Christianity, when all Europe was overrun with monks, priests and friars whose trade language was Latin. Modern German is a difficult language to learn. Old Saxon or modern English can be learned by the Dutch, Low country Germans or Scandinavians readily in a few weeks, sufficiently to carry on an ordinary conversation. The words follow practically in the same order, and the differences in pronunciation are comparatively slight. The words used will of course be Saxon-English.

During the last three centuries, in which the English people have established colonies, and settled in all parts of the world, a great number of foreign words, mutilated, misspelled and corrupted as usual, have been added to the language. Through the development of the mechanical arts many impossible terms have been incorporated and through the ever-expanding scientific branches relating to medicine, electricity and other technological subjects, thousands of combinations of Greek and Latin words, utterly unintelligible to the people who originally used these languages, have been coined from day to day to meet new conditions. Obsolete words have been dragged from oblivion and given new meanings, in addition to which a vulgar slang, numerous enough in its terms of expression to make a distinct modification in the language, has been grafted on the much abused vernacular of our people. All this has happened within the last quarter century, but the worst feature in language corruption is now in course of development. The time has arrived when vendors of quack medicines, manufacturers of adulterated foods, uneducated purveyors of shoddy textile and leather goods and mountebanks of every description, are allowed, without let or hindrance, to overwhelm the language with a flood of silly, meaningless and vulgar terms, for which there is no need or place.

From the English language as it will be fifty years hence, Good Lord, deliver us!





ONE OF THE SPRINGS, AT ELK SPRINGS, MO.

Modern Woodmen's Club House at Elk Springs, Mo.

The members of the order of Modern Woodmen of America have long felt the need of some pleasant place where they and their families could spend a part of their time during the heated term of the year. The desire gradually crystalized into a search for a suitable location, along some railroad where a Club House could be built or an old-time country homestead could be acquired at moderate cost and where the cost of transportation would be within easy reach of the membership. A self-appointed committee undertook to find the most suitable place and report thereon. After having visited a number of likely spots, they decided that Elk Springs, on the Kansas City Southern Railway, was the point most worthy of their recommendation.

A thorough examination of Elk Springs and its surroundings by a larger body of the membership confirmed the good judgment of the original committee. The beautiful mountain streams with which the region abounds, the purity of the waters, the altitude and pure, bracing air, the lofty forest clad hills,

the numerous wonderful caves, the good fishing and the general beauty of the landscape appealed to them so strongly that they decided to locate what is now known as the Modern Woodmen's Outing Club at Elk Springs.

The Ozark Home Building Co., owners of the Elk Springs town property and adjacent lands, cheerfully donated fifteen acres of land for the buildings to be erected by the club.

Since then the club has been busy. They began work last year, and have now the stone on the ground to complete the foundation for the Modern Woodmen's Club House, which is to be 30 feet high, 143 feet long and 52 feet wide. They have made an excavation of about four feet and have quite a bit of stone actually laid, at a cost to the club of about \$800. As soon as spring opens the work will be again begun and will be pushed to a rapid completion. In addition to the construction of the beautiful club house, the club will have a fish lake abundantly stocked with game fish. Driveways and walks will be laid out so as to make ready to easy access all of



LUNCH A MILE UNDER GROUND, ELK SPRINGS, MO.

the scenic spots in the vicinity. The club has also secured a large tract of land for a hunting preserve, which is to be maintained for the benefit of the members. McDonald county, in which Elk Springs is situated, is thinly settled and small game is abundant, and the numerous clear streams are full of fine game fish.

The club house and improvements as undertaken and partially carried out are contemplated to be maintained for the use of the members of the entire order. In order to complete the building and increase the membership of the club,

the officials of the club have decided on the following plan of procedure: They have appointed Mr. E. U. Hardin to visit the various camps of Modern Woodmen throughout the southwest and to give illustrated lectures on the club house proposition and on the ways and means required to build and maintain the club house and to secure an increased membership for the club. The working plans have been fully indorsed by the woodcraft in its jurisdiction. The organization has been incorporated under the laws of Missouri, known as the Social, Educational and Fraternal



WOODMEN WHO ARE SOMETIMES FISHERMEN.

act, which gives special advantages to organizations of this kind.

The small membership fee paid by the individual member, will contribute its share in the construction of the club house and will entitle each member to the use of one room for one week each year, and to such other benefits that go with a membership of similar clubs.

Elk Springs is convenient to Kansas

City, Joplin, Pittsburg and numerous other cities of large population where the order of Modern Woodmen are well represented, and the excursion rates will be so low that members and their families can spend a week at the club house at a very moderate cost. The Modern Woodmen's Outing Club has at present 1,500 members.

Improvements in the Country Traversed by the K. C. S. Ry. in 1906.

The year 1906 has been a prosperous one for all the railroads in the country, and the Kansas City Southern Railway has shared in this prosperity. The industrial enterprises on the line have gained unusually and the agricultural and horticultural undertakings have done fairly well, except in a few localities where there was an excess of rainfall and full harvests were not obtained. In general the yield of the crops was satisfactory and farming was profitable. There are on the line of the Kansas City Southern Railway Company one hundred and fifty-four cities, towns and villages, not including Kansas City, Mo., and its suburbs. These places had in 1900 in all 125,054 inhabitants, and in 1905 a total of 261,348, to which there were added in the year ending June 30, 1906, 22,822 new residents, making for 1906 a total town population of 284,670, exclusive of Kansas City, Mo., which, with its suburbs, has 440,000 more. The count of the rural population was made within a strip of country ten miles wide, the railway right-of-way being five miles from either edge of the strip. In this ten mile strip the rural population in 1905 was 276,219, and to these were added 12,967 new settlers, making a total of 289,186 for 1906. Within the towns and within this ten mile strip there are permanently domiciled 573,656 people. Five miles from the track is as far as an actual count can be made with reasonable accuracy, but a very large part of a railroad's business

comes from a distance of about fifteen miles each way, say the average hauling distance by wagon. Within these larger limits there are probably from a million to a million and a half people who do business directly and indirectly with the railway. The total increase of population within five miles of the railway track has been 35,789, with the probability that as many more have settled on lands further away, because such lands were cheaper. The entire population of the ten mile strip in 1900, as nearly as can be ascertained, was 304,326 and the increase since then has been 269,330.

The number of land sales reported along the line for the year was 1,298. Seven hundred and seven farms, comprising 62,532 acres, were placed in cultivation and the improvements thereon are valued at \$907,040. The new orchard plantings are reported at 10,093 acres, which, valued at \$40 per acre, would aggregate \$403,720, making a total of \$1,310,760 for new farm improvements.

The entire acreage, old and new, in cultivation along the line is reported at 1,043,030 acres, of which 519,728 acres approximately were planted to corn and small grain, 180,940 to cotton, 74,110 to fruits, berries and truck, 50,000 to rice and the remainder to hay and pasturage. In an ordinary good season, the 15,345 farms, within the ten mile strip above mentioned, should produce 11,693,800 bushels of corn, 1,948,980 bushels of wheat, oats, flax

seed, etc., about 100,000 bales of cotton, 350,000 barrels of rough rice, and large quantities of forage, hay, fruits, berries and commercial truck.

The cities, towns and villages also made a substantial growth. During the year ending June 30, 1906, the local expenditures have been as follows: For 3,342 new dwellings and commercial buildings, \$4,928,680; for 83 schools, churches, benevolent institutions and public buildings, \$1,040,000; for 23 new warehouses, \$126,500; for 33 new hotels and improvements, \$1,493,450; for waterworks and electric light improvements, \$778,500; for streets, sidewalks and sewers in 37 places, \$2,527,380; for 22 parks and pleasure resorts, \$228,925, and for improved telephone service in 22 towns, \$114,310. One hundred and ninety-six new industries and manufacturing plants, covering nearly every line of production, their improvements, buildings and capital invested amounting to \$3,803,320 were established during the year, the gross amount of money invested in all improvements being \$15,043,065.

The existing mercantile establishments were increased in number by the addition of 115 new mercantile firms

investing \$724,000 and fourteen new banks with an aggregate capital of \$931,000. The improvements in the oil and gas industry amount to \$735,520 and extend from Southern Missouri to the Gulf Coast. A hundred miles or more of construction of suburban electric lines, electric street car line extensions, lumber trams, canals for navigation were undertaken and in part completed. Of the cost of the larger ventures no estimates have been made, though an expenditure of \$1,153,400 for the smaller ventures was reported. So far as values are given the improvements along the line of the K. C. S. Railway for 1906, including the new farms, orchards, new buildings in cities, towns and villages, new manufactures and industries, new commercial ventures, banks and conveniences for transportation, have caused the investment of fully \$20,000,000.

There is at the present time no section of country that affords more good fertile lands at very low prices, or presents better opportunities for manufacturing or a business of any kind, than that along the line of the Kansas City Southern Railway. That these solemn facts are readily appreciated is shown in the summary of progress made last year.

The Apple Crop of 1906.

"It is now estimated that the apple crop of the United States for 1906, amounted to 34,000,000 barrels. Of this quantity of fruit, Missouri is said to have produced 2,500,000 barrels. We think this estimate is rather too low—so we will add 1,000,000 to this, making 3,500,000 barrels. Even when this is done, Missouri's apple crop is less than half what some of our horticultural leaders claimed it would be.

"We believe that part of the responsibility for the low prices for apples must be borne by these persons who filled the columns of the daily press during the summer, with exaggerated reports of the apple crop. These reports were made

by persons high in authority and they were accepted as being correct.

"Early in the season, of course, all the reports were most encouraging, they were simply interesting at that time, however, for no prices were being then made, as the season progressed the crop deteriorated, and yet some of our horticultural leaders continued to make estimates which were regarded as official, which were far from the truth. In no state was this more harmful than in Missouri, although other states furnished some of these unreliable reports also, and every apple grower in the country suffered as a consequence.

"Statements were made, and accepted,

as being correct, that Missouri alone would furnish a crop of 7,000,000 to 10,000,000 barrels, and the prices were made largely on estimates such as this."
 —*The Fruit Grower*, St. Joseph, Mo.

The entire fruit crop of 1906 for the States of Indiana, Illinois, Missouri, Kansas, Nebraska, Iowa, and Arkansas amounted to only 7,250,000 barrels, and of these Missouri had 2,275,000 and Arkansas 900,000, a total of 3,175,000 barrels. The mischief done by the newspaper horticulturists was simply disastrous, in fact, criminal. There was no excess of apples, but the ridiculously low prices offered for the crop, in consequence of lying statements caused the loss of, no one knows how many hundreds of thousands of barrels, which were left to rot in the orchards. The net result has been that much good fruit was wasted, much sold by the growers at a loss, and paid for later by the consumers at exorbitant prices.

The Arkansas crop has been carefully estimated and the following report is given for Benton county: "Now that all the apples are practically out of Benton county, with the exception of the cold storage stock, it is possible to make an accurate summing up of the season of 1906. The amount of shipping apples was close to 1,500 carloads or 750,000 bushels, not far from the general estimate at the opening of the season. The quality was only fair, however, owing to the disastrous August rains, and this, with the tremendous apple crop in all parts of the country, operated to send prices down to the lowest mark the industry has known here for years. It is not likely that the average price received will be over 80 cents a barrel, for prices were down as low as 50 cents for bulk stock during the busiest time of the season. For good cold storage stock \$2.15 to \$2.50 per barrel is now being offered (Nov. 30, '06).

"The output of evaporated fruit will not be more than half of the early season estimate, owing to the slump in the price right in the middle of the season. The sudden drop caused hundreds of the smaller planters to go out of business;

some for a few weeks, many for the balance of the season. The close of the season has found the market short of the manufactured stock and prices are climbing again at a rate that is making good money for those who are able to run and hold their output. The total amount of evaporated fruit in Benton county will be two and one-half million pounds, which represents 400,000 bushels of green fruit.

The vinegar factories in Rogers and Decatur, the cannery and distillery at Bentonville, the distillery at Gravette, the cider mills and vinegar factories throughout the county will account for two or three hundred thousand bushels or more.

This makes a grand total of 1,500,000 bushels used, while many thousands of bushels went to waste in many parts of the country. This is not equal to the crop of 1901 by half a million bushels, but is easily the second largest crop in the history of the county. Shipments from the most important points in the county are as follows: Rogers, 368 cars green apples, 50 cars evaporated, 200 cars vinegar stock; Bentonville, 265 cars shipping apples, 26 cars evaporated, 150 cars canning and distillery stock; Centerton, 155 cars shipping apples; Siloam Springs, 125 cars shipping apples, 7 cars evaporated; Avoca, 40 cars shipping apples, 7 cars evaporated; Gentry, 85 cars shipping apples, 2 cars evaporated; Gravette, 70 cars shipping apples, 4 cars evaporated; Beatty, 5 cars shipping apples; Hiwasee, 20 cars shipping apples; Garfield, 17 cars shipping apples.

The Ozark Orchard Co. of Goodman and Lanagan, Mo. and Gentry, Ark., have 40 carloads shipping apples in storage and 13,500 bushels for evaporator stock. The company has 1,100 acres in apple orchard containing about 70,000 trees.

A train load of 22 cars of Ben Davis apples, the same containing 3,698 barrels, was shipped from Springfield, Mo., to Liverpool, England, in September. These apples were sold at \$1.40 to \$1.60 net to the growers. Other consignments have gone there since then.

Progress of the Cities on the K. C. S. Ry.

About once a year the different cities and towns along the line of the Kansas City Southern Railway figure up their assets and try to ascertain what progress they have made in the year that has passed. This work brings to light a good many items of interest not generally known.

Beaumont, Texas.

This city is situated in Jefferson County, in the southeast corner of the State of Texas. Jefferson County, of which it is the county seat, has 49,910 inhabitants in 1905, against 14,236, the population of 1900. In the same time the taxable values have risen from \$5,493,697 in 1900 to \$22,927,591 in 1905. Among these valuations were lands, \$6,704,593; city and village real estate, \$7,176,003; merchandise, \$3,708,750; live stock, \$448,820, and other property, \$4,889,425. The county abounds in raw materials suitable for manufactures, timber, oil, salt, clays, quartz sands being especially abundant and to which must be added a fertile soil, capable of producing rice, cotton, sugar cane, corn, semi-tropic fruits, etc.

Beaumont is on the west bank of the Neches river, a navigable stream a thousand feet wide, navigable for two hundred miles, and with an average depth of thirty-five feet from the city to its mouth where it enters Lake Sabine. Owing to the shallow water of Lake Sabine, only light draught vessels have been able to navigate between Beaumont and the Gulf of Mexico. The commercial importance of Beaumont is so great, however, that the National Government has felt warranted in expending \$536,000 on the construction of a canal, which will give a depth of twelve feet from Beaumont to the head of the Port Arthur canal and thence to the open sea. Beaumont is a great industrial as well as commercial center, and while oil refining, the manufacture of lumber and the milling

of rice are the most important industries, other industrial pursuits are well represented. The aggregate oil production of the fields tributary to Beaumont is 30,000,000 barrels and the rice production about 2,000,000 bushels. The present facilities for transportation, not including river navigation, are the Kansas City Southern Railway, the Southern Pacific, Gulf, Colorado & Santa Fe, the Gulf & Interstate Railroad and the Beaumont, Sour Lake & Western Railroad.

During the year 1906 there were in operation in Beaumont eight lumber mills and wood-working establishments, three rice mills, oil refineries, three iron works, two brick works, and numerous manufacturing establishments, having an aggregate capital of \$18,351,300. These establishments had 6,256 employes and maintained a monthly pay-roll of \$248,150. The wholesale mercantile branches were represented in twenty-six establishments, with an aggregate capital of \$1,635,000 and a volume of business amounting to \$6,720,000, to which should be added three banks, with an aggregate capital of \$550,000, a surplus of \$606,572 and deposits amounting to \$4,154,933.

The educational facilities consist of seven commodious school buildings, valued at \$172,500, the regular attendance being 3,750. The various religious associations have thirty-two buildings, which cost \$486,700, the membership being 7,944. The two hospitals of Beaumont, costing \$128,000, can accommodate 170 patients. Among the other institutions of the city are three parks, two ice plants, sixteen miles of sewerage, seventeen miles of gas mains, fourteen miles of paved streets, fifteen miles of cement sidewalks, thirty miles of shell roads, twenty-two miles of water mains, pipe lines from all the oil fields and a fine opera house. In October, 1906, there were in course of construction eight

buildings costing in the aggregate the sum of \$336,000.

In the rice growing industry tributary to Beaumont there are in use 206 miles of irrigation canals, constructed at a cost of \$515,000; five pumping plants, which cost \$725,000; three rice mills, which cost \$1,650,000. The annual output of these mills is 490,000 bushels of rice.

Joplin, Missouri.

This city of Joplin has had a very prosperous year. Everything apparently, came Joplin's way and the people of Joplin made the best of their opportunities. The principal products of Joplin are zinc and lead ores, which are mined at twenty-five mining camps in the district. The ore output for the first 46 weeks of the year amounted to 495,105,900 pounds of zinc ore, valued at \$10,709,268, and 69,386,100 pounds of lead ore, valued at \$2,678,516, making a total value of \$13,387,784. Those familiar with mining in this district predict that the value of the full year's product will exceed \$16,000,000, as six weeks' work will have to be added to that already done. The value of the ore output during the past twelve years has been as follows: 1894, \$3,535,736; 1895, \$3,775,929; 1896, \$3,857,355; 1897, \$4,726,302; 1898, \$7,119,867; 1899, \$10,715,307; 1901, \$7,971,651; 1902, \$9,430,890; 1903, \$9,471,395; 1904, \$11,487,350; 1905, \$13,302,800; 1906, incomplete \$13,387,784. The year 1906 has been the greatest in the zinc and lead production ever known in the district. The average values were exceptionally high, the average value of lead ore being \$77.24 per ton, and of zinc ore, \$43.26 per ton. With the increase in the value of the product came a reduction in the cost of mining. The cheapness of electric power and the introduction of very cheap natural gas have made it possible to apply many labor saving devices which could not be previously used.

The population of the city has increased from 36,000 in 1905 to 41,000 in 1906, and in the country immediately adjacent there have settled 4,000 people, who have placed in cultivation some 5,000 acres of land, most of

which was devoted to truck farming. Some 20,000 acres have been prospected for lead and zinc ore. In the city during 1906 there were erected 900 dwellings, costing \$1,025,000; 19 business buildings, valued at \$186,000; 5 church buildings, valued at \$112,000; a city jail, costing \$25,000; 2 warehouses, costing \$20,000; additions to a hotel, \$20,000; the new Joplin Hotel now under construction, to cost \$500,000. The electric light plant was enlarged at a cost of \$50,000, and 51-3 miles of streets, 25 miles of sidewalks and 21-3 miles of sewers were built and improved, at a cost of \$72,200. The local telephone improvements amount in cost to \$20,000. In addition to these there were built a natatorium, costing \$3,000, and improvements made on Cunningham Park, costing \$3,000. Among the new industrial enterprises are the Joplin Sign Painting and Mfg. Co., capital, \$15,000; a new wagon factory, capital, \$150,000, and employing 200 men; a new packing company; a creamery; the Southwest Machine Co., capital, \$30,000; a furniture factory enlarged; a new pump manufacturing company; the Safety Powder Co., capital, \$100,000; a gas engine manufacturing company, and the Middle West Brewing Co.

Among the new mercantile ventures were the South Joplin bank, two large clothing and dry goods establishments, capital, \$75,000, and numerous retail stores, with a capital of \$115,000. Twelve miles of gas pipe line were laid in the city, at a cost of \$65,000, and franchises were granted for the construction of three new electric lines.

Fort Smith, Arkansas.

Opportunities also came to Fort Smith, and her citizens were not slow in making the best of them. The city limits have been extended in several directions. During 1906 the population has increased from 25,000 to 30,000, and local improvements have kept apace with the increased population. There were erected in the city during the year 230 new dwellings, at a cost of \$400,000; 15 new mercantile buildings, at a cost of \$15,000; 4 new churches, costing \$45,000; 2 new

school buildings, costing \$35,000; a municipal building, costing \$10,000; a hospital, costing \$28,000; a benevolent institution, at a cost of \$60,000; a free public library, at a cost of \$35,000, and an elevator, costing \$10,000. The Hotel Main has been enlarged, at a cost of \$75,000, and the organization has been perfected to erect a \$500,000 hotel building. The construction of the Lexington Avenue Church has been begun. Thirty-five miles of sewer have been built and seven miles of streets have been paved at a cost of \$2,100,000. A million dollar paving contract, requiring the building of a \$100,000 brick plant has been let. A new park, costing \$60,000, has been laid out, and a franchise for the South Side Interurban railroad has been granted. Among the new manufacturing and commercial enterprises are the General Pipe Line Company, the Fort Smith Coffee Roasting Plant, a new stove mill, a coffin factory, the Iowa Iron Works, the Lane & White Lumber Company, the Bollman-Cummings Furniture Co., the McLoud Furniture Co., a fine skating rink, a clothing factory, with two-story brick building, capital, \$100,000; three new wholesale houses, St. Edwards Infirmary, a new convent, the Arkansas Valley Trust Co., capital, \$250,000; United Cities Traction Co., capital, \$100,000; an overall factory, capital, \$12,000. Several important street car extensions have been made and two new suburban lines have been incorporated. Among the more pretentious buildings erected during the year are the Elisha Chauncey building, the Haglin & Coddington blocks, Bruce Bros.' building, the Atkinson & Williams Hardware Co.'s new four-story block, the Foster-Caldera building, the Atkinson-Echols six-story office block and the building of the Southwestern Telephone & Telegraph Co.

The improvements in contemplation for 1907, in number, magnitude and cost, will far exceed those of 1906.

Port Arthur, Texas.

The new city directory for 1906 gives Port Arthur 8,500 inhabitants, against 5,200 the preceding year, which would show a gain of 3,300 people.

That the city has made a substantial growth is shown in the local improvements. One hundred and forty-three new dwellings were erected at a cost of \$136,248, in addition to which there were eight business buildings, costing \$45,897; one church, costing \$3,000; hotel improvements, costing \$8,000; four miles of sewers, costing \$63,000; one mile of sidewalks, costing \$5,360; pleasure resort improvements, costing \$7,000, and medicinal wells and improvements, costing \$4,000.

The new local industries consist of the Port Arthur Manufacturing Co., a wood-working establishment, the Coglan Bottling Works and the Basin Supply Company, an aggregate investment of \$30,000. The oil industry of Port Arthur has kept on expanding and ninety new stills have been installed in the refinery of the Gulf Refining Company, and the Texas Oil Company have expended very large sums in improvements on their refinery. Extensive improvements and enlargements have been made in the shipping facilities for lumber and other commodities.

The maritime business of Port Arthur has grown to such extent as to warrant Congress to declare Port Arthur a port of entry. The Lake Sabine canal, between the Neches and Sabine rivers and Port Arthur, which will provide a navigable waterway as far north as Beaumont and Orange, Tex., is nearing completion. The cost to the National Government is \$536,000. The national expenditure for repairs at the jetties near Sabine Pass cost \$90,000. The inland shipping facilities of the Sabine Tram Co. have been enlarged by placing five new lumber barges in commission. The steamers of the Peck S. S. Co. will hereafter call regularly at Port Arthur. Two large grocery houses, capital \$60,000; two hardware houses, capital, \$50,000, and six other mercantile establishments with an aggregate capital of \$50,000, have established themselves during the year.

The maritime traffic of Port Arthur during the fiscal year ending June 30, 1905, was carried in 319 vessels of 647,582 net register tonnage and in value amounted to \$14,826,110.05. One hun-

dred and twenty-one of these vessels were engaged in coast-wise traffic and 258 in foreign export. The shipments in 1905, both foreign and coast-wise, consisted of 8,000 bushels of wheat, 193,000 bushels corn, 125,412 bales cotton, 58,378,694 feet of pine lumber, 237,938 feet of oak logs and timber, 56,832 feet of ash logs and lumber, 85,800 feet of walnut logs and lumber, 1,637,989 pounds of staves and headings, 9,197,280 pounds of cotton seed meal and cake, 487,700 pounds of rice, bran and polish, 58,500 pounds packing house products, 77,600 gallons cotton seed oil, 191,255 pounds miscellaneous cargo, 169,756,582 gallons crude petroleum, 39,767,041 gallons solar oil, 3,664,929 gallons lubricating oil, 16,719,551 gallons illuminating oil, 35,242 barrels asphalt, and 4,975,944 gallons of naptha, gasoline, etc. Since 1901 1,318 vessels have loaded at Port Arthur, aggregating 1,846,972 tons net register, and carried cargoes officially valued at \$40,748,108.81. Port Arthur is growing and what it will do in the next five years with increased prestige and facilities is an interesting speculation.

Pittsburg, Kansas.

Pittsburg, Kansas, has added during 1906 to its population 840 people, and in the immediate vicinity 1,000 more have settled, making a total of 1,840 new people. The population of the city June 30, 1906, was 15,982, according to local estimates, though the new directory count gives Pittsburg 21,403 people. During the year there were erected in the city 350 dwellings, costing \$350,000; 17 business buildings, costing \$136,000; 2 new churches, costing \$50,000; 1 new school building, costing \$20,000; 3 new warehouses, costing \$25,000, and a new hotel, costing \$20,000, a total of \$601,000 for new buildings. The improvements in the waterworks system cost \$125,000, and in the electric light plant \$50,000. For 5 miles of sidewalks, 3 miles of streets and 1 mile of sewers there were expended \$75,000, in public park improvements \$37,000 and telephone improvements and extensions \$60,000, a total of \$374,000 expended for public and semi-public improvements.

The new manufactures and enlargements of existing establishments consist of improvements by the Pittsburg Sewer Pipe Co., \$50,000; improvements by the Pittsburg Vitrified Brick Co., \$37,000; a new electric light plant, \$50,000; Bowman Furniture Co., \$25,000; Pittsburg Shale Brick Co., \$100,000; Crawford County Creamery, \$1,500; National Novelty Co., \$100,000; Plating Bros. Boiler Works, \$50,000; The Portland Tile & Hollow Brick Co., Cockrell Zinc Smelter enlarged, Lanyon Zinc Smelter enlarged, 30 miles of gas pipe lines, \$44,220; electric street railway improvements, \$40,000, and extensions on three electric suburban lines; Kansas City Southern Railway improvements, \$200,000; a new Presbyterian church, \$15,000; a flour mill of 300 barrels daily capacity, C. C. Copeland office building, the Adamantine Brick Company, the Ardath Brick Company and the Clemens & Sons Coal Company, capital, \$10,000. From the foregoing statement, it is evident that the people of Pittsburg have not been idle; that they had money to spend and were willing to spend it.

Pittsburg is the financial and commercial center of the famous Cherokee coal field, and supplies a great mining population resident near but not in Pittsburg. According to the Kansas coal inspector's report for 1904, there were in operation 122 mines, and during that year 44 new shafts were opened. The monthly pay-roll amounted to \$500,000. The output of coal for 1905 amounted to 6,463,329 tons, which were valued at \$9,410,632 and mined by 12,000 persons. Eighty-three new mines were opened in 1905, and in the Cherokee mining district there were 32 towns, villages and mining camps, having an aggregate population of 60,000, nearly all of whom do business more or less in Pittsburg.

Texarkana, Texas.

The growth of Texarkana has been steady for a number of years. During 1906 the increase has been 2,000, giving a total of 27,000 on June 30 of the year. The adjacent country acquired 120 new people and 17 new farms were placed in cultivation, the improve-

ments being valued at \$18,500, and including 250 acres of new orchards.

The improvements of Texarkana for the year consist of 150 new dwellings, costing \$425,000; 10 business buildings, costing \$500,000; 5 new churches, costing \$200,000; 2 new school buildings, costing \$50,000; 1 hotel, costing \$60,000; a total of \$1,235,000 for new buildings. The waterworks improvements cost \$75,000; street, sidewalk and sewer improvements, \$20,000; skating rink, \$10,000; a total of public improvements amounting to \$105,000. The new industrial enterprises are the Post Pipe Co., \$125,000, and enlargements in the plant of the Texarkana Casket Co.; the Citizens' Oil & Pipe Line Co., gas pipes, \$380,000; the A. C. Brown Wagon Factory, \$62,000, and the B. B. Coffee overall factory.

Texarkana is surrounded by a rich farming country, capable of producing great crops of corn, cotton, forage, truck and fine fruits. It is capable of maintaining a very large rural population, but is still thinly settled. Lands of good quality are still very cheap and are sold on easy terms.

Shreveport, Louisiana.

The increase in population for 1906 has been 2,000, making a total population of 33,000. Some 200 people settled in the adjacent country, who opened 35 farms and improved 3,000 acres of land, the value of the improvements being \$75,000. Shreveport is the second largest cotton market in the United States, handling yearly from 250,000 to 300,000 bales, varying in value from \$12,500,000 to \$15,000,000. Its trade is increasing steadily from year to year, and the local improvements keep pace with the progress made. During 1906 there were erected in Shreveport 89 new dwellings, at a cost of \$124,600, and 7 new business buildings, costing \$154,000; 2 new churches, costing \$52,000; 1 public school building, costing \$27,000; 1 warehouse, costing \$30,000, and hotel improvements, costing \$40,000, a total of \$427,000 for new structures of various kinds. The public improvements consisted of 4 miles of sewers, \$30,000; 3 miles of streets, \$75,000; 2 miles of sidewalks, \$20,000; a new opera house,

\$75,000, and a skating rink, \$2,000. The new industrial enterprises were the W. K. Henderson Foundry, \$10,000; McKittrick Boiler Works, \$40,000; a new steam laundry, a creosoting company \$100,000; the Welt Mfg. Co., and an addition to the Shreveport Tank Mfg. Co. Shreveport has been supplied with natural gas and 12½ miles of gas pipe lines have been laid in the city, at a cost of \$70,000. The electric street car system has been extended three miles, at a cost of \$30,000. Numerous merchants have found Shreveport a good location for their establishments, the most important new institution being the American Savings Bank and Trust Company, capital, \$500,000.

Lake Charles, Louisiana.

Lake Charles in June, 1906, had 13,750 people, 1,750 more than in the preceding year, and 175 people settled on the adjacent farms, where 25 new tracts, aggregating 3,000 acres, were put in cultivation. The improvements on these new farms are valued at \$45,000. Within a radius of five miles of Lake Charles there are in all about 150 farms, with 30,000 acres in cultivation, of which all except 500 acres were devoted to the cultivation of rice.

Improvements in the city have kept pace with the growth of the population. During the year ending June 30, 1906, there were erected 112 new dwellings, costing \$112,000, and 7 new business buildings, costing \$150,000, and among the other improvements were 2 new churches, costing \$5,000; the State Baptist Orphanage, \$5,000; 3 warehouses, \$18,000; waterworks and electric light improvements, costing \$22,000; 30 miles of sidewalks, costing \$10,000, and a pleasure pier, costing \$9,000.

The new manufacturing enterprises consist of the Louisiana Grain Milling Co., capital, \$30,000; the Hampton Logging & Lumber Co., capital, \$25,000; the Strange Lumber Co., capital, \$200,000; the D. P. Cullen Construction Co. (Ltd.), capital, \$30,000; the Dunn-Collette Lumber Co., capital, \$10,000; the American Sulphur & Oil Co., incorporated, capital, \$10,000, and the Fredericks Artificial Stone Co. A home for the Elks

Lodge costing \$15,000, the Block building cost \$15,000, and the new Sisters' Hospital are under contract. Local transportation has been improved by the construction of 8 miles of electric street car lines, a new steamboat line, the K. C. S. branch railway to Lockport, the Newcomb Transportation Co. and a Government appropriation for a ten-foot canal from Lake Charles to Lake Calcasieu. The larger new commercial ventures during the

year were the Lloyd Wholesale Grocery Co., capital, \$50,000; the F. M. Cohen Ladies' Furnishing House, capital, \$5,000, and the Palace Grocery Co., capital, \$10,000.

Lake Charles is the ideal winter resort on the Gulf Coast and has ample facilities for the entertainment and comfort of those who desire to spend a month or two there during the winter months.

Port Arthur Ocean Traffic, 1906.

The foreign and coastwise exports of Port Arthur during 1906 show a marked increase over the exports of 1905 and preceding years. During 1905 123 vessels with a tonnage of 204,189 cleared for foreign ports and carried 44,315,370 gallons of oil, 41,402,211 feet of lumber and timbers, 678,831 bushels of wheat, 553,213, bushels of corn and 109,080 bales of cotton, the whole valued at \$8,491,158. During 1906 the foreign export was carried in 181 vessels of 270,389 tonnage and consisted of 56,564,974 gallons of oil, 65,407,631 feet of lumber and timbers, 1,270,796 bushels of wheat, 1,196,067 bushels of corn, and 114,032 bales of cotton, valued at \$11,354,602.

In the foreign trade the increase over the year 1905 is, roughly estimated: Number of vessels 47 per cent; net tonnage 32 per cent, gallons oil 30 per cent, corn 100 per cent, bales cotton 5 per cent, bushels wheat 10 per cent; feet of lumber and timber 60 per cent; total valuation 84 per cent.

The coastwise traffic in 1905 was carried in 302 vessels with a net tonnage of 481,980 tons, and consisted of 239,924,642 gallons of oil and 9,999,889 feet of lumber and timber; the export of 1906 was carried in 337 ships of 471,881 tonnage and consisted of 212,175,944 gallons of oil and 19,029,238 feet of lumber and timbers, showing an increase of 35 ships, with somewhat smaller tonnage, a decrease in the oil export, but a gain of over one hundred per cent

in the lumber shipments. The value of the coastwise export could not be ascertained in time for this report.

The lumber and oil export foreign and coastwise in 1905 was carried in 425 ships of 686,169 tons and consisted of 51,402,100 gallons of oil and 284,240,011 feet of lumber and timber. The export for 1906 was carried in 518 vessels with 742,261 tonnage and consisted of 84,436,869 gallons of oil and 268,740,920 feet of lumber and timbers. In the report herewith given only the principal items of export are mentioned. The trade from Port Arthur embraces practically every manufactured article, but the dozens of them have been omitted, but are included in the year's valuations.

The rivers and harbors appropriation bill, carrying appropriations aggregating \$83,466,138, was reported by the committee to congress on January 25th. The bill will come up for consideration January 28th. That congress is fully aware of the growing importance of the waterways along the Gulf Coast is shown in the liberal allowances made for Louisiana and Texas. Among the largest items in the bill are a flat appropriation of \$1,000,000 for the Southwest Pass in the Mississippi river and \$1,500,000, continuing the contract, \$3,000,000 for the Mississippi river from the head of the passes to the mouth of the Ohio, and \$6,000,000 to continue this work.

Louisiana gets the following: Calcasieu river, mouth and passes, \$25,000;



ELEVATOR AND DOCKS AT PORT ARTHUR, TEXAS.

Bayou Plaquemine, Grand river and Pigeon bayou, \$100,000; Bayou Teche, \$130,000; inland waterways, \$89,292 cash and \$200,000 continuing; Bayou Chitto, Chefuncta, Boguefalia, Tickfaw river and tributaries, Amite river and Bayou Manchac, \$34,000; channel, bay and passes of Bayou Vermillion and Mermentau river and tributaries, \$25,000; removing water hyacinth from waters in Louisiana and Texas, \$10,000.

Red river, Louisiana, Arkansas, Texas and Oklahoma, \$25,000; Bayou Bartholomew, Boeuf river, Tensas river and Bayou D'Arbonne and Corne, La., and Arkansas, \$170,000.

The Texas items in the rivers and harbors bill have been finally agreed to in the full committee. The items are as follows: Sabine pass, \$360,000; Galveston harbor, \$1,000,000; Galveston channel, \$150,000; Texas City channel, \$60,000; Aransas pass, \$490,-

000; mouth of the Brazos canal, Galveston to Brazos river, \$151,000; Brazos river, Velasco to Old Washington, \$75,000; Brazos river, completion of lock and dam at Hidalgo Falls, \$225,000; Turtle Cove channel, \$123,000; inland waterway from Aransas Pass to Matagorda bay, including the Guadalupe river to Victoria, \$148,000; Buffalo bayou, \$400,000, of which \$50,000 is for the restoration of the channel from the head of Longreach to the foot of Main street; Trinity river, \$375,000; West Galveston bay and mouths of connecting streams, including Chocolate and Bastrop bayous, \$50,000; Cypress bayou, \$10,000; Sulphur river, \$36,000; Upper Red river, \$100,000. These items aggregate for Texas \$3,800,000. The total of the bill is close to \$80,000,000.

The bill also carries appropriations for surveys of the Neches and Sabine rivers.

The Oil Industry.

The Oil Investors' Journal of Beaumont, in reporting on the activity in the Texas and Louisiana oil fields, says:

One thousand and sixty wells were completed in Texas and Louisiana in 1906, including all districts, with the exception of Henrietta. Seven hundred and twelve of the wells were producers and three hundred and forty-eight were

dry. Three hundred and thirty-seven were abandoned.

Seventy-one wells were completed at Jennings in 1906, of which forty-eight were producers and twenty-three were dry. Thirteen of these were abandoned. In June, 1906, sixteen wells were completed, of which ten were producers and six were dry. The average during the year was about five com-

plete wells per month. Most of the producing wells completed in 1906 started off in gusher style, but either sanded up or went to salt water. With the use of compressed air they were later made to produce from 30 to 2,000 barrels per day. Twelve wells were being drilled on December 31st and one old hole was being deepened.

The production of crude oil in the Gulf Coast oil district has decreased nearly one-half in 1906 as compared with the production of 1905. The total output for the year 1906 was 18,648,563 barrels as compared with 36,526,293 barrels in 1905, a falling off of 17,877,730 barrels. Of this falling off the greater portion is in Texas, though Louisiana is a million barrels short of the preceding year. For the first time in the history of the oil region has a year passed in which a new and prolific oil pool was not found. Further exploration will probably bring in new supplies. Meanwhile, two of the interests operating large refineries at Beaumont and Port Arthur are preparing to obtain their supplies of high grade crude oil from the Indian Territory, the laying of pipe lines being in contemplation.

In the North Texas Districts an increase of over 100 per cent in the production of 1906 over that of 1905 is shown. Powell in Navarro county and Corsicana and Henrietta, show an improvement over the preceding year.

The discovery of oil at Spindletop in January, 1901, increased the production of petroleum in Texas from 836,039 barrels in 1900 to 5,986,428 barrels. In 1905 the Texas districts produced 30,423,252 barrels and the Louisiana districts to 10,149,122 barrels, or a gross output approximately of 40,572,374 barrels in the Gulf Coast and North Texas regions.

The use of crude oil for fuel soon became popular. At the beginning of 1906 the Kansas City Southern Railway had 38 engines equipped with oil burners and had used in 1905 two hundred and twenty-seven thousand one hundred and eleven barrels of crude oil. The Atchison, Topeka & Santa Fe Railway consumed 1,592,000 barrels on 227 engines and the Southern Pacific Railway 2,640,000 on 242 engines. Several million barrels are used in the various factories in Texas and Louisiana. In the consumption of the crude oil for fuel, it appears that in evaporating water 915 pounds of oil are equivalent to 2,000 pounds of Indian Territory coal.

During the year 1906 numerous borings for oil and gas have been made in the vicinity of Ananias and Caddo, between Texarkana and Shreveport. Several good producing wells have been developed and oil shipments will be made from this locality. Gas wells with enormous flows have been bored and pipelines laid to Shreveport, La., which city is now supplied with natural gas. A pipe line to Texarkana is now in course of construction. Gas wells are now being bored near Texarkana and contracts have been let for boring one at Draper, Tex., eight miles south of Texarkana.

Considerable activity in boring for gas and oil is now taking place in the neighborhood of Fort Smith. Several dozen wells have been bored on Massard Prairie. The most recently bored well (January) has a flow of 4,000,000 cubic feet of gas per day. Pipe lines are being laid into the city and in a very short time, Fort Smith, which already has an abundance of cheap coal, will also have all the gas it can use in its extensive manufacturing industries.



The Lumber Industry, 1906.

The forestry section of the National Department of Agriculture has been collecting statistics of the lumber cut during the year 1905, and it gives out figures which show that 11,666 establishments cut 30,502,961,000 feet in that year. Of that amount 12,330,683,000 feet were cut in the southern states, by 4,674 mills. The 466 mills in Arkansas cut 1,488,589,000 feet and the 236 mills in Louisiana cut 2,293,809,000 feet. The greatest lumber production was in the state of Washington, 3,917,166,000 feet with Wisconsin, second with 2,543,503,000 feet and Louisiana third with 2,293,809,000 feet, Arkansas being the sixth in point of production.

The Manufacturers' Record, of Baltimore, classifying the southern states by their products, shows that Arkansas led in the cut of red gum and cottonwood, Kentucky in yellow poplar, Louisiana in yellow pine and cypress, Tennessee in red oak and West Virginia in white oak. West Virginia, Virginia and North Carolina contributed materially to the cut of white pine, West Virginia to hemlock, Kentucky to beech, Arkansas, Kentucky, Mississippi, South Carolina and Tennessee to ash and Arkansas, Kentucky, Tennessee, Mississippi and West Virginia to the cut of hickory. The total cut of cypress was 753,369,000 feet, of white

oak 1,210,216,000 feet, of red oak 623,553,000 feet, of yellow poplar 582,784,000 feet, of red gum 316,588,000 feet, of cottonwood 236,000,000 feet, and of chestnut 224,413,000 feet.

The lumber cut in Arkansas in 1905 was 1,448,589,000 feet or about five per cent of the total cut of 30,502,961,000 feet. Of the Arkansas cut 1,024,011,000 feet were yellow pine, 60,252,000 feet were cypress; 100,502,000 feet were white oak, 67,514,000 feet were red oak, 91,942,000 red gum, 90,920,000 feet cottonwood, 9,331,000 feet elm, 13,034,000 feet ash, 13,262,000 feet hickory. The cut of shingles in the United States was 15,340,900,000 and of these Arkansas produced 302,135,000, or two per cent.

Of the total cut reported by the 466 Arkansas mills, 1,084,263,000 feet was soft wood and 404,326,000 feet hard wood. Of the mills 235 cut yellow pine, 270 white oak, 148 red gum, 66 cottonwood, 214 red oak, 98 cypress, 81 hickory, 88 ash, 54 elm, others cutting 282,800 feet of Tupelo gum, 1,650,000 feet of yellow poplar 136,000 feet of walnut and mixed woods 13,217,000 feet.

Louisiana led the cut of yellow pine with 1,737,960,000 feet and produced in cypress 487,504,000 feet, 64.7 per cent of the total production, cottonwood 38,693,000 feet and shingles 743,398,000 feet.

INDUSTRIAL NOTES.

ASHDOWN, ARK.—The Arkansas Trust and Banking Co., of Ashdown, has been organized. Capital stock \$100,000, of which \$70,000 has been subscribed and \$60,000 paid in.

BATES, ARK.—Several unusually thick and good coal deposits have been found in this vicinity and numerous shafts are now being sunk. A coal and briquette company, capital \$350,000, has been incorporated to operate the holdings of the Seymour Coal Company, which they recently acquired by purchase. Numerous dwellings and business buildings are now in course of construction.

BEAUMONT, TEX.—The new plant of the Texas Dynamite Co. is now in operation. About 20 persons are employed in the factory, which is located four miles west of town. The Neches Iron Works have enlarged their plant and now employ over 100 men. Their principal output is sawmill machinery and iron castings. The Gomilla-Demack Lumber Co., capital \$50,000, handling lumber exclusively for foreign export, have established themselves here. The Loomers East Texas Bottling Works have been incorporated, capital \$15,000. The Chamber of Commerce has just published a booklet on the resources and growth of

Beaumont. It is full of valuable information and cannot fail to interest those looking for business locations. Copies of same can be obtained by addressing Mr. Arnold, secretary Chamber of Commerce, Beaumont, Tex.

The Sabine Boat and Yacht Club has been organized for the purpose of encouraging motor boating and water sports. The Beaumont Syrup Company has been incorporated for the purpose of making and marketing ribbon cane molasses.

DECATUR, ARK.—The output of the local vinegar factory will be 35,000 gallons of vinegar this season. The two evaporators have consumed thousands of bushels of apples and large quantities of dried fruit have been shipped.

DEQUEEN, ARK.—Reports from Pike county, distant northeast about thirty miles, state that diamonds of fine quality have been found there. The land upon which the stones were found has been purchased by parties from New York and Little Rock at the price of \$30,000.

Mr. A. C. Amos planted a little less than 1½ acres in ribbon cane, from which he has made over 700 gallons of fine syrup, which is selling readily at 90 cents a gallon. Mr. L. C. Mauldin, of Locksburg, Ark., has also put up several hundred gallons of fine syrup, which finds a ready market. The Odd Fellows of DeQueen have contracted for the construction of a substantial two-story brick lodge building.

DE RIDDER, LA.—The town council has voted to invite offers for a franchise for an electric light and waterworks system. Mr. W. O. Brice is building a factory for making concrete building blocks. The skating rink is now being enlarged for the winter season. The depot building for the Louisiana & Pacific Railway has been completed.

FORT SMITH, ARK.—The Foster-Caldera Wholesale Grocery Co., capital \$50,000, has been incorporated. The cornerstone of the Lexington Avenue Church was laid the last week in September. Deposits of phosphates have recently been discovered about five miles north from this city. Indications of oil have been found near the city at a depth of 1,700 feet. The sportsmen of Fort Smith have leased between 2,000 and 3,000 acres of land at Massard Prairie, and have converted the same into a game preserve.

The General Pipe Line Company has been incorporated with a capital of \$50,000. The Arkansas and Territorial Oil and Gas Company, who are now making ten or more borings on Massard Prairie, has been recently incorporated.

The United Cities Traction Company, capital \$100,000, have obtained a franchise from the city of Fort Smith to build an electric line into the Choctaw Nation. The first five miles are to be in operation by April 1, 1907.

The plans have been completed and the money provided to erect a new theater building at a cost of \$40,000. The work of construction is to be undertaken by the Southwestern Amusement Construction

Company, and when completed will comfortably seat 1,000 people.

The contract for the new free city library was let on November 12, 1906. The building will cost \$25,000. The Fort Smith Traction Company have completed the surveys for one mile extension along Catholic avenue.

Burk Bros. have installed the machinery for a brick plant near the Greenwood road and will make a specialty of manufacturing paving bricks.

GENTRY, ARK.—A local company has been formed to bore for oil and gas, which are believed to be abundant in this vicinity.

GRANNIS, ARK.—The First Bank of Grannis has been incorporated and has opened up for business. D. C. Lunceford is the first president, and Rufus L. Russell, cashier.

GRAVETTE ARK.—Gravette shipped in the year 1906 about seventy-five carloads of apples, about twice as much as has been shipped in any preceding year. Bentonville, Ark., shipped 14 carloads of Ben Davis apples to Albert Lea, Minnesota.

HEAVENER, I. T.—H. Lundie, of Caithron, will erect a large hotel. There are about twenty sawmills within ten miles of Heavener, some cutting as much as 30,000 feet per day. Sherman & Lowrimore have built a large mill north of Thomasville. James Nocahubbee, of Ardmore, I. T., and G. W. Clouse of Savannah, I. T., have leased a large tract of coal land near Heavener.

JENNINGS, LA.—An enormous bed of pure sulphur has been found here recently at a depth of seven feet, and below this deposit are extra good indications of oil and gas.

JOPLIN, MO.—The Southwest Missouri Electric Company have petitioned for a franchise for an electric car line from Joplin to Duenweg. The new line is to be in operation within six months.

The Keller Manufacturing Company has opened its new \$150,000 wagon factory. The buildings are completed, the machinery installed and material to the value of \$80,000 has been stored. About 150 men are employed and about 10,000 wagons will be turned out per annum. The area of the main building is 100x400 feet, covering 90,000 feet of floor space, in addition to which there are several other buildings and drying kilns.

The Middle West Brewing Company, capital \$150,000, capacity 30,000 barrels per annum, have completed their buildings and will be in operation by April 1st, 1907.

Articles of incorporation have been filed to form a company to build a convention hall to hold 3,500 people. Twenty thousand dollars have been raised for that purpose and construction is to begin about the end of December, so as to have the building ready to use about March 1, 1907.

Mr. H. B. Marshbank is erecting a plant for the manufacture of cement, brick and stone building blocks. The cost of the buildings will be about \$15,000.

The Bell Telephone Company have purchased a building lot for \$12,500 and will erect thereon a modern three-story building to cost \$20,000. The new switch board to be installed will accommodate 9,000 telephones.

The Miners' Gas Engine and Manufacturing Company have purchased the necessary land and will build a shop and manufacture gas engines.

LAKE CHARLES, LA.—The Dunn-Collette Lumber Co., capital \$10,000, will erect a sawmill and planing mill at Lyon's Spur, near Westlake. The new school building in Goosport suburb has been completed and occupied.

The plan to erect a new opera house has been revived. The building now in contemplation is a one-story wooden structure of artistic design, which will cost approximately \$12,000. A five or six-story building to cost \$150,000 is to be erected opposite the Calcasieu Bank Building. A sewerage system and a gas plant are to be constructed early in the year 1907.

The Rosenthal-LaBesse Lumber Company has been recently incorporated with a capital of \$10,000 with domicile at Lake Charles. It will operate a sawmill, planer, shingle mill and manufacture sash, doors, blinds, etc.

A contract for the construction of St. Patrick's infirmary will be let before the close of the year. The main building will occupy 78x100 feet of ground.

Contract has been let for the construction of the David Block, two-story brick building, the same to cost \$15,000.

The contract for the construction of the new Elks' Home, the building to cost \$15,000, will be let at an early day, as all the funds necessary have been subscribed.

Mr. A. J. Landry will erect a fine four-story office building, with 200 feet front, at an early day. The necessary real estate has been purchased at a cost of \$35,000.

The new Sisters Hospital, main building 56x72 feet, three-stories high and basement, steam heated and modern in every way, is to be constructed immediately. The Conover-Rice Milling Co., capital \$30,000, domicile, Mermonteau, La., and the D. P. Cullen Construction Co., Ltd. capital \$35,000, have filed their charters with the clerk of the parish.

LEESVILLE, LA.—The new Leesville hotel, costing \$25,000 has been completed and was opened December 1, 1906. It is a two-story brick building, with 35 guest rooms and is modern in all respects. The Nona Mills Company have recently acquired 10,000 acres of hardwood timber land in this, Vernon parish, at a cost of \$40,000.

LOCKESBURG, ARK.—A cotton warehouse, capacity 2,000 bales, has been built by the Farmers' Union for the purpose of concentrating cotton at this point and creating a cotton market.

MANSFIELD, LA.—In boring for oil at Spider, P. O., a few miles from here, gas and some oil were encountered in a 30-foot bed of lignite at a depth of 400 feet. Boring is to be continued to a depth of 1,000 or 1,200 feet.

MARBLE CITY, I. T.—The Ozark Marble Company is the latest organization to open for business in Marble City. As soon as the quarry spur is completed several companies now owning lands there will open quarries. R. Yount & Co. will construct a hardwood sawmill, making a specialty of commercial lumber and wagon timbers. The Marble City Cut Stone Co. have increased their working force, and the Ozark Marble Co. will double their capacity. A spoke and handle factory is reported to begin construction soon.

MENA, ARK.—On November 1 there were in construction a three-story hotel on DeQueen street, the Odd Fellows' Home, the Petty Store building, the J. B. Littlejohn & Co. store building, Mrs. Regan's new brick building, and four large dwellings.

Mr. J. H. Fogle is moving his mill machinery from Pettigrew, Ark., to Howard Station, on the K. C. S. Ry., and will manufacture all kinds of wagon material, handles, etc., etc., that can be made from hardwood. About 200 men are to be employed in all departments when the mill is in operation. The large oil storage tank built by the K. C. S. Railway is now completed and ready for use.

Mr. M. C. Trumbull is erecting a sawmill at Slatington. The Southwestern Slate Company are busily at work turning out electrical appliances, such as switch boards, etc., shipping their product to Chicago and New York.

The town council is considering the propriety of installing a complete sewerage system. The Southwestern Slate Company are uncovering large bodies of slate and are running their mill on structural work, electrical switchboards, etc.

NEOSHO, MO.—The Neosho waterworks bonds, value \$40,000, have been sold at par and contracts for the construction of the new waterworks plant have been closed. Construction began last October.

PITTSBURG, KAN.—The Pittsburg Sewer Pipe and Conduit Co. now employ 120 men and ship 120 cars of finished clay products per month. The output of the Pittsburg coal field during the year 1905 has been 6,463,329 tons of coal, worth on the spot \$9,410,632. The number of persons employed was 12,006, working an average of 212 days, the average annual production per man being 538.3 tons. Construction of the First Presbyterian Church building, costing \$15,000, was begun the second week in October. The National Bank of Commerce, capital \$100,000, has been chartered. Mr. A. E. Maxwell will be the first cashier. The Clemens & Sons' Coal Co. has been incorporated, capital \$10,000.

The Adamantine Brick Company has been organized for the purpose of manufacturing paving bricks. The Ardath Brick Company, a new enterprise, will establish a new paving brick plant at Ardath, a short distance north of Pittsburg.

The Bowman Furniture Company have just closed a contract for the construction of a handsome business block to cost \$25,

000. It will be a three-story building with a front of 52½ feet. The pay-roll of the two smelters now in operation amounts to \$15,000 per month and 250 men are permanently employed. The regents of the State Normal School System will ask the Kansas legislature to appropriate \$150,000 for a Manual Training school at Pittsburg. The South Side Improvement Co. has recently purchased the old smelter at Bruce and is now repairing and rebuilding the works with a view to smelting zinc. Mr. C. C. Copeland, of Libertyville, Illinois, has leased the land on which to build a five-story office building. A flour mill of 350 barrels per day capacity is to be built at an early day.

PORT ARTHUR, TEX.—Contracts have been let for building the High and Manual Training school, \$75,000, and the Port Arthur Supply Company's building, \$25,000. The new business houses dwellings, improvements and enlargements under consideration will cost \$300,000. Information has been received from Tulsa, I. T., that an oil pipe line will soon be built from the Kansas and Indian Territory oil fields to the refineries at Port Arthur. The cotton bookings for export for the first half of October amount to 26,000 bales. The total export of 1905 amounted to 109,080 bales of cotton.

The Texas Oil Co. have purchased 705 acres of land at Port Neches, part of which will be used as a townsite. Extensive improvements, costing in the aggregate \$2,000,000, are to be made in the company's premises situated at this point.

According to the new city directory count just completed Port Arthur has 8,500 inhabitants. During the past five years the average construction has amounted to 150 dwellings or more per annum. There have been recently contracted for a handsome brick business block, 150 feet front, on Proctor and Mace avenues; a three-story structure, 50x140 feet; a brick business house with 50 feet front, and another brick building of the same dimensions. The First National Bank building is to be enlarged 25x76 feet at a cost of \$12,000. Mr. F. Roth will erect a 75-foot front business house on Proctor street.

The water from a deep well, two miles north of this city, has been found to be particularly efficacious in the cure of rheumatism, stomach, bladder and bowel complaints. The Port Arthur Mineral Water Co. has been incorporated for the purpose of bottling this water and for laying a pipe line to the city, where a pavilion with bath rooms is to be erected. A contract has been recently let for the grading of five miles of street at a cost of about \$1,000. The Texas Oil Co. have now in construction six additional storage tanks at their refinery. The Port Arthur Cigar Manufacturing Co. is the latest industrial enterprise to locate here. The handsome new Baptist Church has been dedicated. The Texas Oil Co. has made application for power to increase their capital stock from \$6,000,000 to double that amount.

POTEAU, I. T.—The people of Poteau have voted \$30,000 in bonds for the construction of a waterworks system, for which a contract has been let to the O'Neil Engineering Co. The new electric light plant has been completed and is now in good working order. The Witteville Coal Co. has been incorporated and is now in operation.

SHREVEPORT, LA.—The American National Bank, capital \$150,000, has opened up for business, and a handsome building for the use of the bank is now in course of construction. The school board has let the contract for the construction of a new public school building on Travis street, the same to cost \$39,000.

SILLOAM SPRINGS, ARK.—The Interstate Printing Co., capital \$6,000, has been recently incorporated and has opened up for business. W. A. Perrine has leased the municipal waterworks and electric light plant and will operate same for the next three years.

The Ozark Orchard Co. has shipped to the Silloam Springs Cold Storage and Ice Company 7,900 barrels of apples. Four thousand barrels have been placed in storage by local growers. The entire capacity of the plant, 20,000 barrels, will be occupied.

An abundant flow of gas has been found at Springtown, a few miles east from Silloam Springs, at a depth of 95 feet. The indications are considered so favorable that deeper borings will be made.

TEXARKANA, TEX.—The Citizens' Oil and Pipe Line Co. are now securing the right-of-way from the Caddo gas field to Texarkana. The cost of the pipe line will be \$350,000. A location for the A. O. Brown & Co. Wagon and Carriage works, having ample trackage facilities, has been finally determined on. The new plant will occupy seven acres of ground. The new company has acquired timber lands at a cost of \$32,000 and will expend about \$30,000 more on the plant. Between thirty and fifty men will be employed. A flow of gas was recently found at DeKalb, Bowie county, at a depth of 1,800 feet. The cost of the well has been \$5,000.

The Missouri Plumbing Company have established themselves here in business. The contract for the building of the First Presbyterian Church has been let. The cost of the building will be \$30,000. Mr. B. B. Coffee, formerly of Omaha, Tex., has recently opened a factory for making men's overalls. Mr. G. W. Holland has found several diamonds on his farm near Murfreesboro, in Pike county, Ark.

WESTVILLE, I. T.—Mr. Z. T. Stump is now installing new milling machinery for grinding corn and manufacturing chops.

WALDRON, ARK.—The National Coal & Coke Co., of Bates, Ark., has filed articles of incorporation. Capital \$300,000. This company has opened its mines, has its machinery in position and will ship coal as soon as a spur track to the mine is completed.

The Kansas City Southern Railway Co.'s New Schedule

Effective commencing January 20, 1907, with new schedule our service will be greatly improved through time being shortened and additional passenger trains put on.

Owing to the increased travel, consequent upon the increased population and development of the country along the Kansas City Southern Railway, it has been necessary to provide increased passenger service, and three new passenger trains were put in service, commencing January 20, 1907, which, together with our double daily through service between Kansas City and the Gulf, afford excellent service over all sections of the line.

THE THREE NEW PASSENGER TRAINS ARE:

"TWO STATES EXPRESS" daily, except Sunday, running in both directions between Kansas City and Joplin, Mo., on convenient schedule, stopping at all intermediate points.

"ARKANSAW TRAVELER," a daily train between Fort Smith, Ark., and Mena, Ark., in both directions, connecting at Heavener, I. T., with Arkansas Western Ry. passenger trains.

"DUDE," a daily train, in both directions, between Texarkana, Texas, and Shreveport, La.

IMPROVED SCHEDULE.

The improved condition of our road-bed, due to rock ballast, heavy rails and new steel bridges recently installed, has also enabled us to shorten the schedule of our through trains about two hours between Kansas City and Port Arthur, Texas, Lake Charles, etc.

OTHER IMPROVEMENTS.

In addition to the Pullman Sleeping Cars, now run on our main line through trains between Kansas City and Port Arthur, we now carry on our night trains, Nos. 3 and 4, special Pullman Sleeping Cars, in both directions, between Kansas City, Mo., and Fort Smith, Ark., also between Shreveport and Lake Charles, La.

A synopsis of our new schedule is given below:

SOUTH BOUND			CONDENSED SCHEDULE		NORTH BOUND		
"Two States EXPRESS"	THROUGH TRAINS				THROUGH TRAINS		"Two States EXPRESS"
	No. 3	No. 1			No. 2	No. 4	
5.45 p. m.	11.30 p. m.	12.30 noon	Lv. Kansas City	Ar.	4.20 p. m.	6.30 a. m.	12.30 noon
10.25 "	4.35 a. m.	5.05 p. m.	Ar. Pittsburg	Lv.	11.30 a. m.	1.35 "	7.50 a. m.
11.15 "	5.40 "	6.07 "	" Joplin	"	10.26 "	12.35 night	7.00 "
"ARKANSAW Traveler"	6.20 "	6.47 "	" Neosho	"	9.42 "	11.54 p. m.	"Arkansaw Traveler"
	12.40 noon	12.45 night	" Fort Smith	"	2.35 "	5.40 "	
5.40 p. m.	11.10 a. m.	11.20 p. m.	Lv. Fort Smith	Ar.	4.45 "	7.25 "	10.30 a. m.
6.50 "	12.15 noon	12.14 night	Ar. Coal Creek	Lv.	3.47 "	6.17 "	9.42 "
6.54 "	12.19 "	12.18 "	" Panama	"	3.43 "	6.13 "	9.38 "
7.14 "	12.41 "	12.44 "	" Poteau	"	3.18 "	5.53 "	9.17 "
7.28 "	12.57 "	1.00 a. m.	" Howe	"	3.00 "	5.37 "	9.02 "
9.25 "	2.50 p. m.	3.10 "	" Mena	"	12.55 night	4.00 "	7.10 "
"DUDE"	7.25 "	7.40 "	" Texarkana	"	8.45 p. m.	11.50 a. m.	"DUDE"
4.00 p. m.	7.45 "	8.00 "	Lv. Texarkana	Ar.	8.30 "	11.30 "	3.30 p. m.
6.45 "	10.45 "	10.50 "	Ar. Shreveport	Lv.	5.50 "	8.30 "	12.55 noon
.....	11.00 "	11.05 "	Lv. Shreveport	Ar.	5.30 "	8.00 "
.....	7.00 a. m.	7.35 p. m.	Ar. Lake Charles	Lv.	9.10 a. m.	11.05 p. m.
.....	8.05 "	8.30 "	" Beaumont	"	8.15 "	10.00 "
.....	8.50 "	9.15 "	" Port Arthur	"	7.30 "	9.15 "

EDWARD F. COST,
Vice-President.

S. G. WARNER, G. P. & T. A.
H. D. DUTTON, T. P. A., Kansas City, Mo.
J. H. MORRIS, T. P. A., Kansas City, Mo.
S. G. HOPKINS, D. P. A., Texarkana, Tex.

The Kansas City Southern Railway Company's Agricultural, Industrial and Commercial Information Bureau.

If you are seeking a location for the purpose of opening a farm, planting an orchard, raising commercial truck, growing rice or sugar cane, raising livestock or poultry, or for the purpose of establishing fruit canneries, and evaporators, preserving, pickling or vinegar works, or to build and operate tanneries, flour mills, grist mills, cotton gins, cotton mills, woolen mills, cotton seed oil mills, fertilizer works, or to manufacture pine and hardwood lumber, wagons, agricultural implements, furniture, cooperage, fruit packages, boxes, paper stock, wood-ware of every description, to operate a creamery or cheese factory, or to quarry building stone, marble or slate, or to manufacture brick, tile, sewer pipe or clay products of any description, or to mine coal, lead, zinc, iron, or to bore for oil or gas, or to engage in a mercantile business of any kind, or operate foundries, machine shops or iron works, or, if you desire to travel for health, for pleasure or for sport, for all of which there are splendid opportunities on the line of the Kansas City Southern Railway, write to

C. W. NUNN, Industrial Agent, Thayer Bldg., Kansas City, Mo.

F. E. ROESLER, Immigration Agent, Thayer Bldg., Kansas City, Mo.

The following named parties will be pleased to furnish information concerning local conditions and opportunities in their respective towns and cities:

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| <p>Amoret, Mo.—Bank of Amoret, R. W. Rowe, cashier.</p> <p>Amsterdam, Mo.—Bank of Amsterdam, C. A. Emerson, cashier.</p> <p>Amsterdam, Mo.—Commercial Club, Geo. V. Boswell, secretary.</p> <p>Anderson, Mo.—State Bank of Anderson, A. Dimond, cashier.</p> <p>Anderson, Mo.—Berry Growers' Association, W. E. D. Roark, secretary.</p> <p>Anderson, Mo.—Commercial Club, J. H. Qualls, secretary.</p> <p>Ashdown, Ark.—Little River County Bank, W. C. Martin, cashier.</p> <p>Ashdown, Ark.—Fruit Growers' Association, T. J. Lott, secretary.</p> <p>Beaumont, Tex.—Chamber of Commerce, J. A. Arnold, secretary.</p> <p>Cove, Ark.—Cove Horticultural Society.</p> <p>DeQueen, Ark.—Bank of DeQueen, Geo. G. Bell, cashier.</p> <p>DeQueen, Ark.—Fruit Growers' Association, J. C. Cannon, secretary.</p> <p>Decatur, Ark.—Fruit Growers' Association, E. N. Plank, secretary.</p> <p>DeRidder, La.—DeRidder State Bank, O. B. Pye, cashier.</p> <p>Drexel, Mo.—Interstate Bank, C. C. Cable, cashier.</p> <p>Elk Springs, Mo.—Ozark Home Building Co., Fort Smith, Ark.</p> <p>Fort Smith, Ark.—Commercial Club.</p> <p>Fort Smith, Ark.—Merchants National Bank, C. S. Smart, cashier.</p> <p>Gentry, Ark.—State Bank of Gentry.</p> <p>Gentry, Ark.—Commercial Club.</p> <p>Gentry, Ark.—Fruit Growers' Association, O. W. Patterson, secretary.</p> | <p>Grannis, Ark.—Horticultural Association, J. A. Burdette, secretary.</p> <p>Grannis, Ark.—First Bank of Grannis.</p> <p>Gravette, Ark.—Bank of Gravette, A. E. Kindley, cashier.</p> <p>Gravette, Ark.—Fruit Growers' Association, E. H. Gosper, secretary.</p> <p>Gravette, Ark.—Commercial Club.</p> <p>Howe, I. T.—Bank of Howe.</p> <p>Joplin, Mo.—Commercial Club, Marion Staples, president.</p> <p>Joplin, Mo.—Miner's Bank, J. H. Spencer, cashier.</p> <p>Lake Charles, La.—First National Bank, N. E. North, cashier.</p> <p>Lake Charles, La.—Board of Trade, Leon Locke, secretary.</p> <p>Leesville, La.—Truck Growers' Association, R. H. Bonham, secretary.</p> <p>Leesville, La.—Bank of Leesville, La.</p> <p>Mansfield, La.—Progressive League, W. F. McFarland, secretary.</p> <p>Mansfield, La.—Bank of DeSoto, Jos. R. Brown, cashier.</p> <p>Many, La.—Sabine Valley Bank, Frank Hunter, cashier.</p> <p>Many, La.—Many Fruit Farm, Daniel Vandegaer, manager.</p> <p>Mena, Ark.—Bank of Mena, F. N. Hancock, cashier.</p> <p>Mena, Ark.—Horticultural Society.</p> <p>Mena, Ark.—Commercial Club.</p> <p>Neosho, Mo.—Bank of Neosho, W. G. Willis, cashier.</p> <p>Neosho, Mo.—Commercial Club, Lee D. Bell, secretary.</p> <p>Neosho, Mo.—Fruit Growers' Association, J. H. Christian, secretary.</p> |
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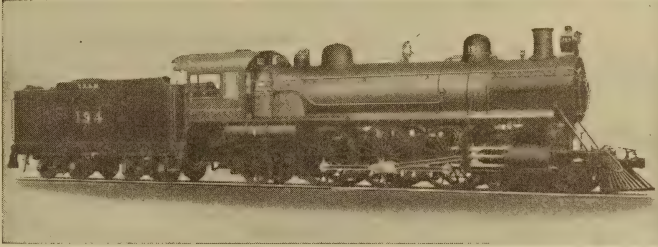
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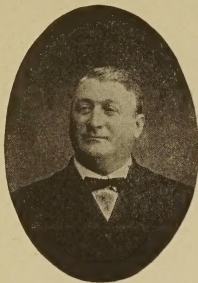
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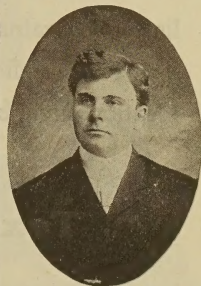
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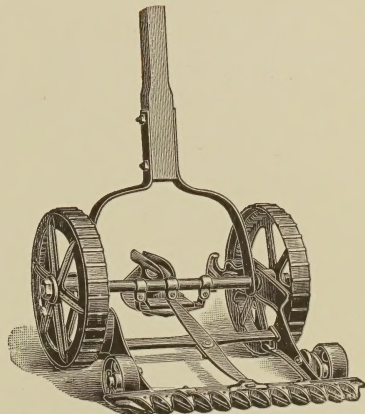
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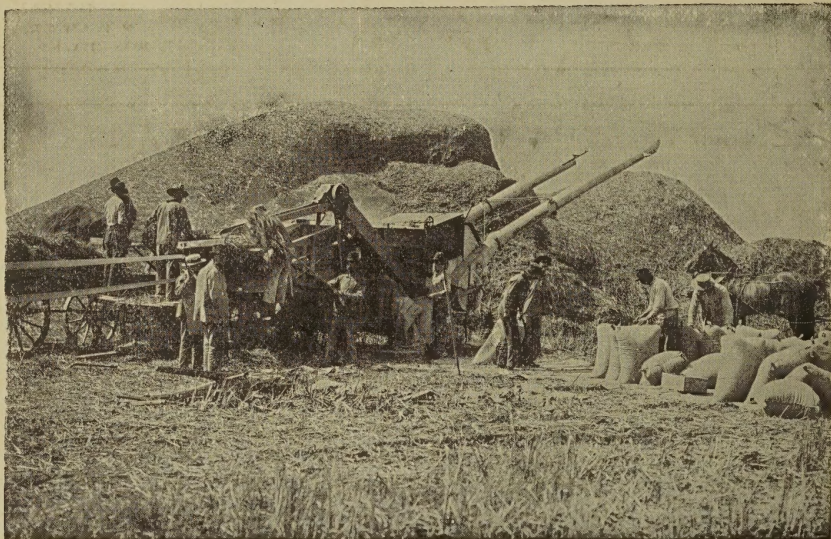
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